BUREAU OF LAND MANAGEMENT

Rails East to Ogden: Utah's Transcontinental Railroad Story

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Rails East to Ogden: Utah's Transcontinental Railroad Story

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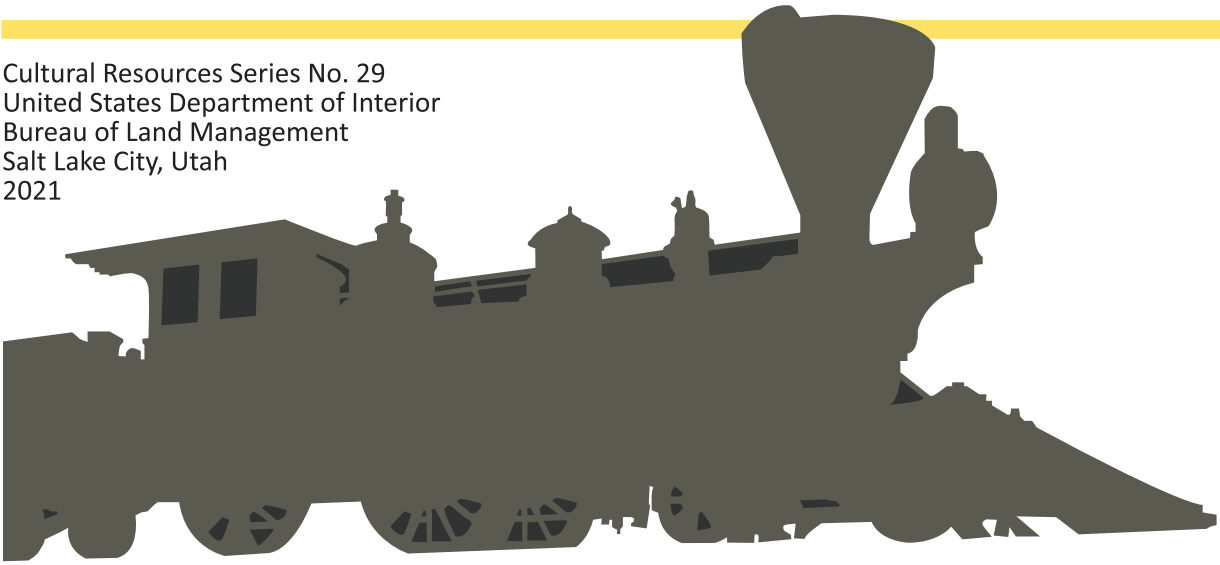

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Nathan Thomas, *Deputy Preservation Officer, Utah State Office, Bureau of Land Management*

Raymond and Fike's *Rails East to Promontory: BLM-Utah Cultural Resource Series No. 8* (1981 and reprinted in 1994) laid the foundation for the archaeological study of the Transcontinental Railroad on BLM-Utah administered lands. Their study provided a masterful point of departure for Rails East to Ogden: Utah's Transcontinental Railroad Story: BLM-Utah Cultural Resource Series No. 29. This new study exponentially increases historic research on one of the most important heritage resources on BLM-administered lands.

This new study provides a rare opportunity for the BLM to be a part of a "deep dive" into a site spanning over 100 miles with hundreds of features and thousands of artifacts. The significant amount of research and documentation associated with this study is unparalleled in BLM-Utah's cultural resource series.

The railroad, and its associated features and artifacts, are silent objects of the past. Without analyses such as this one, it may be difficult to move from the paradigm of historic debris, to that of rare objects of meaning and understanding. This study is a successful investigation into the past of the Transcontinental Railroad in that it provides the Public with more history, research, and ultimately more appreciation for the potentially eligible National Historic Landmark.

I am grateful to the authors for their time, energy, and commitment to this study. Their experience with historical archaeology and research is without match. As the Deputy Preservation Officer and State Archaeologist for Utah BLM, I think you will find this study to be of great worth.

Through the National Historic Preservation Act of 1966, the Congress finds and declares that-

(1) *the spirit and direction of the Nation are founded upon and reflected in its historic heritage;*

(2) *the historical and cultural foundations of the Nation should be preserved as a living part of our community life and development in order to give a sense of orientation to the American people;*

(3) *historic properties significant to the Nation's heritage are being lost or substantially altered, often inadvertently, with increasing frequency;*

(4) *the preservation of this irreplaceable heritage is in the public interest so that its vital legacy of cultural, educational, aesthetic, inspirational, economic, and energy benefits will be maintained and enriched for future generations of Americans;*

(5) *in the face of ever-increasing extensions of urban centers, highways, and residential, commercial, and industrial developments, the present governmental and nongovernmental historic preservation programs and activities are inadequate to insure future generations a genuine opportunity to appreciate and enjoy the rich heritage of our Nation;*

(6) *the increased knowledge of our historic resources, the establishment of better means of identifying and administering them, and the encouragement of their preservation will improve the planning and execution of federal and federally assisted projects and will assist economic growth and development; and*

(7) *although the major burdens of historic preservation have been borne and major efforts initiated by private agencies and individuals, and both should continue to play a vital role, it is nevertheless necessary and appropriate for the Federal Government to accelerate its historic preservation programs and activities, to give maximum encouragement to agencies and individuals undertaking preservation by private means, and to assist State and local governments and the National Trust for Historic Preservation in the United States to expand and accelerate their historic preservation programs and activities.*

In Memoriam:

Judge Michael Wei Kwan

The authors dedicate this volume to the late Judge Michael Wei Kwan, who passed suddenly on July 31, 2020. Beyond the main driving force of the Chinese Railroad Workers Descendants Association, he was a great colleague and supporter of our efforts to tell the whole and complete story of the railroad and its Chinese workers. His obituary is included here with permission of the family.

The Honorable Michael Wei Kwan passed away at home on Tuesday July 21, 2020 of natural causes. Our loss is great and will be long lasting. Judge Kwan's life was filled by service to Utah and national Asian Pacific American communities as a mentor and teacher, fierce advocate for justice, peace and equity, and as an example of moral leadership. Michael was a true visionary whose humility prevented him from acknowledging his personal impact on our global communities, preferring instead to acknowledge the collective work of communities he helped come together.

Michael was born in Inglewood, California in 1962, the second child and only son of Fulton Checkfull Kwan and Marjorie Lim Kwan. He grew up in West Hills, California and graduated from Canoga Park High School in 1982, where he was an active member of the high school band and the Junior ROTC program. Following a long line of familial legal minds, Michael received his law degree from Whittier College School of Law in California and was later certified in Chinese Law by the East China University of Politics and Law.

Michael met his wife Jennifer XiaoYing Chen in 1992. They married in Las Vegas, Nevada on June 4, 1994. They have two wonderful children, Elizabeth and Richard, and one granddog, Beebo. Michael adored them all. In 1996, Michael moved his young family from the San Fernando Valley in California to Taylorsville, Utah.

He began his career in Utah in the healthcare field as an EMT for Gold Cross Ambulance and then as a Burn Technician at the University of Utah Hospital Burn Unit. After passing the Utah bar, Michael worked as a Salt Lake City prosecutor and served as Pro Tempore Judge in 3rd District Court from 1996 to 1998, when he became the first Municipal Judge appointed to the Taylorsville Justice Court where he presided until his death. One of the benefits of being a judge is performing weddings, which Michael loved to do as evidenced by the numerous ceremonies he conducted.

He taught judicial and law classes at the Utah Judicial Institute, the American Bar Association, and the National Drug Court, among others, and lectured at countless educational programs across the country. He was a valued, highly sought-after speaker, as his presentations were always well-researched, interesting, and seemingly effortless. He could truly speak about anything, at any time, and anywhere. In addition, Michael was an adjunct professor in the Salt Lake Community College (SLCC) Criminal Justice Program for more than 20 years. Michael's service to SLCC extended to the maintenance of courses in the Criminal Justice Program and he also served as Chair to the SLCC Criminal Justice Program Advisory Committee (PAC).

Michael's professional career was marked by innovation. His honors and awards are plentiful. Among these, he started one of the first DUI/drug courts in the nation in 1998. The program was honored in 2008 with the Governor's Award for reducing drug and alcohol abuse- related crimes. It has been used as a prototype for other courtrooms across the country. His model for the domestic violence program was awarded the Peace on Earth Award from the Salt Lake Area Domestic Violence Advisory Council in 2002. Another example of the numerous awards he received is the Utah Judicial Council's Quality of Justice Award in 2001.

Michael was an active member of the community on many levels. He founded several social justice, community, and advocacy organizations and served countless others in a myriad of ways. Notable among the organizations in which he founded, served as board member, advisor, or consultant are OCA-Utah, and several OCA chapters, Utah Minority Bar, Asian Pacific Islander American Public Affairs – Utah chapter, Utah Asian American Chamber of Commerce, and the Refugee and Immigrant Center-Asian Association of Utah, where Michael was serving as Board Chair at the time of his death. Especially meaningful to him was the national OCA-Asian Pacific American Advocates, in which he served on the Executive Board since 1997 and as the national President in 2015. Along with his sister, Karen, Michael founded and supported OCA-Utah in 1998, receiving the Pillar of the Community Award in 2012 for his tireless dedication to the Asian and Pacific Islander community.

Something that gave him much joy was working on the celebration and coordination of the 150th anniversary of the Chinese workers on the Transcontinental Railroad. In addition to being appointed to the State of Utah Golden Spike Commission, Michael spearheaded and led the global community of descendants, supporters, and advocates as President and Founder of the Chinese Railroad Workers Descendants Association. Michael worked tirelessly and successfully to honor and properly credit our ancestors in the celebration of the 150th anniversary of the Transcontinental Railroad, gaining global recognition for his efforts.

Preceded in death by both paternal and maternal grandparents and his loving mother, Marjorie Lim Kwan, Michael is survived by his wife Jennifer, children Elizabeth and Richard, granddog Beebo, father Fulton Kwan, (family friend Elaine Kwan and her son, Howard Kwan), sisters Deanna Lyn Kwan (Michael Evangelista), Karen Kwan (Travis Dahl) and Lisa Kwan-Golden (Jeff Golden), in-laws, nieces Meghan Kwan-Smith (Justin Layton), Shealyn Mayer (David Mayer) and Amelia Michael Kwan-Lee, nephew Brenner Kwan-Golden, grandniece Kaira Mayer, and many uncles, aunts, cousins, extended family and dear friends throughout the United States and China.

While his life was not long, Michael's legacy of good works, kindness, dedication to serving others, his leadership, and sense of humor will be with us for countless future generations to come.

A largely unknown national treasure rests within a two-hour drive from Salt Lake City. Tucked into the sparsely populated western expanse of Box Elder County, Utah, the ghosts of the United States' first transcontinental railroad still haunt 87 miles of abandoned original railroad grade on lands managed by the Bureau of Land Management (BLM), National Park Service (NPS) and, to a lesser extent, private land. Where once the heavy rhythmic chugging of steam engines and a regular scream of train whistles pierced the silence of such an open landscape, where not even a tree stands today, only the rumble of a solitary car or passing airplane disturbs the deafening quiet. Trestles, once bridges for tons of freight and hundreds of passengers each week, are now home to squawking ravens or a small and fleeting bit of shade for resting cattle. In the 1870s, a stroll through one of the railroad towns that dotted this part of Utah would have treated your ears to a mixture of languages, English, Cantonese, and Gaelic. By the 1880s and 1890s these languages grew to include Spanish, Greek, Italian, Japanese, Bulgarian, and other Slavic tongues. But today, the visitor is confronted with overwhelming silence broken only by the ocean-like sound of wind and the occasional song of the meadowlark.

From nearly anyone's perspective, a trip down the BLM's Transcontinental Backcountry Byway is a step back in time; a time capsule capturing the American West in the formative years following the Civil War when expansion from coast to coast of North America picked up literal and figurative, steam. While no trains pass on the gravel and dirt railroad bed, where there are more sheep than people, this landscape and its embedded history can transport the visitor to 1868-1869 when there were few European-Americans in this region, Native American tribes were being pushed further and further towards dispossession of lands and ways of life, and nature reigned supreme. Today, there are few reminders of modern life as you drive along the railroad grade built by immigrant workers over 150 years ago. One can drive nearly 30 miles without sight of a single cell phone tower, telephone pole or building.

It is this magical piece of American, and world, history that the Salt Lake Field Office of the BLM manages most for public use and enjoyment today. After the Southern Pacific Railroad constructed the Lucin (or Great Salt Lake) Cutoff in 1904, the original transcontinental railroad line around the north side of the Great Salt Lake dropped to a lesser used route (often referred to as the "Old Line") until it was finally abandoned in 1942. Between the 1940s and the 1980s, the original railroad land grants from the 1860s slowly, and in pieces, were acquired either by private interests through sales or returned to federal management as originally agreed to by the railroads. Today the grade is managed by the BLM. Between 1987 and 1994, the Transcontinental Railroad in Box Elder County was listed on the National Register of Historic Places, and from the nomination form it was listed because: "[t]his abandoned portion of the original railroad grade is physical evidence of the country's enthusiastic undertaking to connect the east with the west, an undertaking that resulted in the strengthening of the country's political and economic ties."

First printed in 1981, *"Rails East to Promontory: The Utah Stations"* by BLM archaeologists Anan S. Raymond and Richard E. Fike is perhaps the most effective and far-reaching public history publication on Utah's transcontinental railroad legacy. This BLM publication was so popular that it received the honor of a second printing in 1994 for the 125th Anniversary of the completion of the Transcontinental Railroad and the Driving of the Golden Spike. This publication is now online through the BLM website, in supplement to the hard-to-find hard copy version that adorns many professional and non-professional bookshelves alike. But why is it so popular? The answer it appears, is that this is not a normal history text, driven by a single overarching narrative with individuals and places used as place-settings or stage sets. Instead, this is a tour guide of important yet forgotten places and puts the tangible and physical locations as the leading story. Further, those traveling on the BLM's Transcontinental Railroad Scenic Backcountry Byway use this publication like a historian sitting in the passenger seat, keeping you on track with where you are, but also entertained with interesting little snippets of history. Ultimately, Raymond and Fike's publication has weathered the test of time and scholarship extremely well and will always be an important source of information for historians, archaeologists, and the public. Yet, we have learned much more about the history and the archaeology of the Transcontinental Railroad since 1981 and 1994. Several individuals and organizations have put a significant amount of labor to understand and document the forgotten archaeology and history of the Transcontinental Railroad, and some of those need to be named here as an explanation of how we gathered so much new data. Michael and Ann Polk, formerly owners of Sagebrush Consultants, have spent decades researching the Transcontinental Railroad, since completing initial Historic American Engineering Record documentation of trestles east of Promontory Summit. They also had the fortuitous opportunity to not only inventory what is now Golden Spike National Historical Park for cultural resources, but also to conduct test excavations on Promontory Station's Roundhouse in the early 2000s. Since that time, they have continued their research, particularly at several stations on the western end of the grade. In 2014, the Utah Division of State History (UDSH) in partnership with the BLM, applied for, and received, funds from the National Park Service's Underrepresented Communities Grant Program to complete the first systematic documentation of archaeological sites associated with the Transcontinental Railroad. Dr. Ken Cannon, of Cannon Heritage Consultants received this pass-through grant and completed documentation of several significant sites in Box Elder County and opened a Pandora's Box of potential research opportunities. Further, supplemented by an internal BLM funding opportunity, Cannon Heritage Consultants completed (2018), the first holistic mapping and photographic inventory of railroad features (trestles, culverts, etc.). Geophysical surveys at Bovine, Terrace, and the Terrace cemetery were completed by Dr. Molly Boeka Cannon and her Native American Summer Mentorship Program at Utah State University.

While academic research is important to our understanding of this history, there was a missing component in the previous two decades worth of investigation: public outreach and engagement. In the lead up to the 150th Anniversary of the "Driving of the Golden Spike" in 2019, a new coalition of interested parties formed around celebrating and preserving the tangible history of those pioneering Chinese, Irish, and other workers who constructed the Transcontinental Railroad. BLM, UDSH, and other parties noted earlier, partnered with the Governor's "Spike 150" committee to find collaborative ways to bring the public's attention westward from Golden Spike National Historical Park and to the nearly 90 miles of preserved railroad grade and features that meander all the way to the Nevada border on BLM administered lands. Key to this was a partnership between the BLM and UDSH to organize and lead over 40 automobile tours of the Backcountry Byway, getting over 600 people onto this austere and awe-inspiring landscape and helping them understand the historic importance of this feat but also to promote good preservation and stewardship of these stories and places.

Figure 1: Members of the Chinese Railroad Workers Descendants Association and National Park Service employees at the 2018 celebration of the Golden Spike. *Photo by Mike Polk, 2018.*

Left to Right: Judge Michael Kwan, Margaret Yee, Park Superintendent Leslie Crossland, Marie Lawrence, Willie Lawrence, and Utah State Representative Karen Kwan.

Perhaps the most significant feat of this celebration was successfully organizing two tours for the Chinese Railroad Workers Descendants Association, bringing over 200 descendants, many from China, onto the railroad that their ancestors built and maintained, visiting the simple dugouts where they lived, and holding fragments of bowls and food vessels left on site over 100 years ago (Figure 1). This was a transformative experience for everyone, as it makes the historical stories sweeping across an entire globe, real and tangible. For the archaeologists on our team, who spend their careers studying and protecting the physical pieces of human history, this was an important reminder of why these places and stories need preservation. As it is not about us, archaeologists, but the various publics we serve, whose families lived and died to construct what we now see as the United States.

Even with all this positive success there are still issues out on the grade however, as the dual ravages of time and people have wrought significant damage to the remains of our collective past. In 2019 alone we identified new illegal digging by looters in several sites along our tour route displacing hundreds of artifacts that so many see as their personal heritage and

deserving of protection, meanwhile several of the newly installed interpretive signs (paid for by public dollars) were shot by selfish individuals to a point where they are nearly unreadable. Protection of these sites on public lands, requires public participation and a shared stewardship ethic, as laws alone do not dissuade the most hardened person from doing permanent damage to our shared history. It is hoped through this publication and our other outreach efforts that all Americans, and our international visitors from Ireland to China, will be able to have a unique experience on the Transcontinental Railroad Backcountry Byway and enjoy the same thrill of discovery as previous generations.

This new version of Raymond and Fike's original work, now 26 years since its second printing, is not to replace their early and significant efforts but to include newly identified and collected information, and connect the story all the way to Ogden, the "Crossroads of the West". Hopefully, thousands of new visitors will use this guidebook to explore Utah's incredible railroad history and share these stories of strength, perseverance, and engineering feats to the next generation. Finally, it is hoped that all visitors to the Transcontinental Backcountry Byway will respect those who came before and honor their contribution to United States history.

In 2018, the *Utah Historical Quarterly* published an article on the efforts to protect and commemorate this nationally significant site and we cannot frame this story better.

Now, years after the sounds of steam engines and cosmopolitan voices have faded from the line in northwestern Utah, the BLM and its partners are trying to reawaken the American public to the material experience of the nation's first coast-to-coast railroad. The authors wish to challenge each reader to make the drive to Terrace, Kelton, or one of a dozen spots in northwestern Utah, take a deep breath, and imagine life in the 1870s in this austere landscape on the fringes of the rapidly industrializing United States.

Archaeology is the past we can touch;

historic places our lived experiences in broader context:

both converge in Box Elder County to remind us

of those who came before.[1]

Figure 2: What remains of the railroad cross-ties at Matlin, 2020.
Photo courtesy of Chris Dunker.

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[1]Merritt, Christopher W., Michael R. Polk, Kenneth P. Cannon, Michael S. Sheehan, Glenn R. Stelter, and Ray Kelsey, *"Rolling to the 150th: Sesquicentennial of the Transcontinental Railroad,"* Utah Historical Quarterly, 2018, 85(4).

https://www.researchgate.net/publication/322701178_Rolling_to_the_150th_Sesquicentennial_of_the_Transcontinental_Railroad (accessed 2-25-21).

There are many published accounts of the history of the Transcontinental Railroad, but this chapter is written to specifically focus on details that help the reader understand the why and how of the railroad's construction, the interactions between the railroad companies, the operation and the current service of the Promontory Route in Utah as a Scenic Backcountry Byway.

Native Americans and the Transcontinental Railroad

While the focus of the historical discussion was the construction, maintenance, and eventual abandonment of the Promontory Route of the Transcontinental Railroad, it is important to recognize the Native American portions of this story. At the time of construction, the portion of the transcontinental railroad in Utah passed through the ancestral and traditional homelands of the Goshute, a tribe of the Western Shoshone, the Northwestern Band of Shoshone, and the Fort Hall Shoshone-Bannock Tribe. Native oral histories demonstrate the broad movement of their ancestors across Box Elder County who were actively engaged in the gathering of pinyon pine nuts in the Raft River and Grouse Creek mountain ranges, communal rabbit and antelope drives near Lucin, Kelton and Matlin, with extensive trails around the Promontory Mountains.[1]

But the history of Native American use of this landscape extends much further, to the first arrival of humans in North America and what is now Utah, approximately 13,000 years ago. Immediately south of the western end of the Transcontinental Railroad in Utah, archaeologists recently identified a 12,800-year-old hearth on the margins of Great Salt Lake, with evidence of the roasting of geese and even finding a spear point which tested positive for the blood of an elephant, likely a mammoth.[2] Native American groups lived, hunted, gathered, and explored this region since those earliest peoples. Archaeologists have identified hundreds of sites showing the evidence of Native Americans in Box Elder County. This evidence includes pottery and stone tools, standing brush structures called wickiups, and even an 1876 General Land Office plat showing extensive antelope traps and corrals made from juniper and sagebrush. It is important to the story of the Transcontinental Railroad to not lose sight of the fact that these lands were homes to hundreds of Native Americans before 1869, and the arrival of the railroad brought with it a faster arrival of new immigrants who further pressed Native Americans and their traditional lands and resources.

Native Americans still live in and around this Transcontinental Railroad landscape, with large urban populations of Native Americans in Ogden and Salt Lake City, with the Goshute and Northwestern Band of Shoshone still residing on what little remains of their traditional homelands.

The Railroad's Beginnings in the American West

At the beginning of the 19th Century, the United States began to expand rapidly. The first of these expansions was the 1803 Louisiana Purchase that doubled the U.S. land base. Following that there were the additions of Texas (1845) and Oregon/Washington (including Idaho) (1846) by treaty with Great Britain that secured U.S. claims to the southern portion of disputed northwest lands. Finally, California/Nevada/Arizona/New Mexico/Utah (1848) from Mexico. As early as the 1820s and 30s, many Americans clamored for trade with the Far East, especially China and Japan. Both the government and the public dreamed of connecting with the Pacific. The physical expansion of the country encouraged this dream. With the invention and adoption of the

steam locomotive in the 1830s, railroad lines spread into the Midwest and, by the 1850s, all the way to the Mississippi River. The desire to continue the expansion and to eventually span the continent with a Pacific Railroad grew and eventually became one of the great public debates of the 19th Century.[3]

There were numerous early speculative proposals for linking the east and west sides of the continent with rails or a combination of rails and steamboats. As early as 1819 Robert Mills, architect of the Washington Monument, proposed that a "steam carriage" could run from the upper Mississippi Valley to the Columbia Valley on the west coast.[4] Though not considered seriously at the time, in 1830 and 1832, more dreamers espoused proposals, including William C. Redfield in 1830 and Samuel Dexter, the editor of the Western Emigrant newspaper in Ann Arbor, Michigan who wrote the first lengthy statement on the subject.[5]

However, dreams were not enough. To make such an idea a reality, there needed to be tangible, economic, political, and social incentives. The discovery of gold in California, settlement of the Oregon Question in 1846 and the difficulties of moving commerce around the southern tip of South America or across the Isthmus of Panama strongly encouraged those plans.[6] Nevertheless, with all of this in mind, the most coveted objective was an overarching economic one: the desire to develop trade with China, Japan, and the other economies of Asia.[7]

This was the business perspective, and the United States government supported these initiatives. However, the government's primary motivation to actively promote and financially support such a project was its potential domestic political and economic effect. The government saw that the railroad could relatively quickly open the West to European-American settlement, and it could significantly reduce the expense of and increase the speed of delivery of mail and government supplies. Beyond this, the outbreak of Civil War in 1861 made it clear that strengthening the bonds between California and the Union was urgent.[8]

The first efforts to initiate construction began in the 1840s when a New York merchant with ties to the China trade began to promote the idea.[9] Asa Whitney was obsessed with the project which led him to write articles, lecture to the public and talk with influential politicians. By the 1850's most nationally prominent politicians were in favor of such a plan with a measure of federal aid. But agreement could not be reached on an eastern terminus or whether the route would be in the northern, central, or southern part of the country. This was a problem compounded by lack of information about the several possible routes for the railroad.[10] This prompted the government to fund a series of Pacific Railroad surveys that were carried out by the U.S. Army Engineers between 1853 and 1855.[11] The decisions concerning routes proposed for the railroad from information obtained in these surveys were politically charged for both Northerners and Southerners. Ultimately, the central route was chosen, but Southerners still saw that as a "northern option" and the issue remained a stalemate until after the Civil War began in 1861. This event eliminated Southern objections to the central route. With strong lobbying by Theodore Judah, a California railroad engineer, and Collis Huntington, both from the Central Pacific Railroad, as well as many eastern promoters, Congress was finally convinced to pass a bill in 1862 to initiate the work. President Lincoln supported the effort and signed the bill into law on July 1, 1862. This act authorized the Central Pacific Railroad and Union Pacific Railroad and Telegraph Company to build the Pacific Rail Road, as it was then called, from Omaha to Sacramento.[12]

The Central Pacific Railroad (CP) began construction in Sacramento on January 8, 1863 and the Union Pacific Railroad (UP) in Omaha on December 2, 1863 but several factors led to a slow start. Among other things, the ongoing Civil War severely reduced the amount and speed that supplies could be obtained as well as increasing their costs. In addition, labor was in short supply. By February 1864, only 18 miles of rail had been laid in California and none were laid at Omaha until the spring of 1865. The adverse conditions of the time forced the railroads to request further assistance from the government, a request which was granted in the form of the Act of 1864. This act virtually doubled the resources available to the companies and insured the project's completion.[13]

Between the years 1864 and 1869 a total of 1,775 miles of rail were laid, linking the continent with a band of steel. The logistical and financial obstacles were enormous. Despite the lucrative subsidies offered by the U.S. Government, they only covered about half of the capital necessary to build the Pacific Rail Road. Private investment capital was necessary to maintain the solvency of both the UP and CP. Both companies devised the means to solve this dilemma by creating numerous indirectly held companies which carried out the construction work but were not legally controlled by the Federal legislation.[14]

Construction of the transcontinental line was met with exceptionally difficult obstacles sorely taxing known technological capabilities. The CP spent four years surmounting the Sierra Nevada Mountains where elevations exceeded 7,000 feet. The company faced the necessity of constructing large fills, bridging deep canyons with trestles, and cutting solid granite mountain faces for 15 separate tunnels.[15] The railroad did not reach Reno, Nevada until June 19, 1868, 154 miles from the beginning of track in Sacramento. The remaining 536-mile distance from there to Promontory Summit was finished in less than 11 months.[16]

The UP crews did not experience the same types of obstacles, but they too encountered great hardships. Track laying in the Platte River Valley of Nebraska was relatively easy, but the surveyors and construction workers encountered considerable opposition from members of the Sioux and Cheyenne tribes. Major skirmishes occurred in Nebraska and Wyoming between 1865 and 1867.[17] The UP crews also encountered difficult terrain in the Black Hills and, especially, in Echo and Weber canyons on the west slopes of the Wasatch Range in Utah.[18]

Passing Each Other

Despite the many negotiations and bills passed by Congress in support of transcontinental railroad construction, neither the United States Government nor the two railroads had ever developed a plan about where the two lines should meet. Though both railroads had agreed to a route north of the Great Salt Lake, as late as early 1869 surveyors and construction crews from both railroads continued their work on grading new lines well past any reasonable point of mutual connection. In early 1869 Central Pacific crews were grading as far east as Echo Summit near the Wyoming border while Union Pacific crews were working in the vicinity of Humboldt Wells, in western Nevada.[19] The real purpose of the extra work carried out by each railroad was to gain both additional government subsidies and to control the potentially profitable Utah market. After much disagreement and negotiation, Collis Huntington for the Central Pacific and General Grenville M. Dodge for the Union Pacific, met in Washington, D.C. on April 9 and agreed that the two lines should meet at what then was referred to as Promontory Point (Promontory Summit) and that the permanent junction would be within eight miles of Ogden. The two railroads agreed to join the line at Promontory Summit, Utah on May 8, 1869.[20] This agreement was quickly approved by Congress the next day, on April 10, 1869.[21]

The Great Achievement

Promontory Summit, or Promontory, was the end point designated for both the CP and UP railroads by Congress.[22] For Promontory Summit to be a meeting place for such a fantastic undertaking as a transcontinental railroad was rather unusual, but it was probably fitting to complement the disjointed way that the entire endeavor played out over a period of eight years. The final thrust of this effort occurred on a day in early May 1869, in a dry, desolate, and rather obscure portion of the Intermountain West known as the Promontory Mountains. This place lies many miles north of the Great Salt Lake at an elevation of 4,902 ft.

The completion of Ten Miles of Track in one day, the construction of Central Pacific's "Big Fill" and the massive, though poorly constructed UP trestle on the east slope of the Promontories, are legend. The construction of hundreds of miles of railroad berm, small trestles, culverts, fills, cuts, and track laying have not been ignored by historians who continue to describe them. However, with a political, economic, and engineering feat of the magnitude of the construction of the transcontinental railroad, these individual efforts pale in comparison.

Between the years 1864 and 1869 a total of 1,775 miles of rail were laid, linking the continent with a band of iron and representing the largest single engineering and construction project undertaken in the U.S. to that time.[23] The logistical, engineering, and financial tasks laid before these railroad companies were enormous. By the time that railroad construction approached Promontory Summit in northern Utah, both companies possessed seasoned grading and track crews, whether directly hired by the railroads, or, more accurately, by one of many subcontractors.

The fact that the eastern approach to the pass chosen through the Promontory Mountains was quite steep and rugged was difficult enough. Added to that was a coalescence of railroad construction crews which, in previous years, had been strung out along hundreds of miles of railroad line. An unusual concentration of construction crews gathered here. Camps occupied near one another sprang up because of the difficult terrain. This was coupled with the frenzy of effort by the railroads to be the first, to be the most important, and to gain the most credit and financing from the government. It was here, on the eastern slopes of the Promontory Mountains, that men, often there for no more than a steady job, became part of the culmination of one of the most important accomplishments in the history of the world. This feat could aptly be compared to men landing on the Moon which occurred exactly 100 years later.

It is estimated that during the time that the Union Pacific was working on the Promontory slope in April 1869, their forces had reached about 10,000 of which a fourth were track layers.[24] These workers included many Civil War veterans. Irishmen were prominent. Also present were Germans, Englishmen, American Indians and even a force of 300 freed Blacks.[25] The Central Pacific forces were equally large. In 1868 it is estimated that, as the CP forces streaked across Nevada, they employed an estimated 10,000 to 11,000 Chinese workers who supplemented other CP workers including Irish, Cornish and, in Nevada, Paiute and Washoe Indians. Considering the fierce competition that CP and UP maintained it is likely that CP's forces had not been reduced by the time that they reached Promontory Summit.[26] While the CP maintained its base of operations at Rozel and the UP near Blue Creek or Junction City (later to become Kolmar and then Lampo), at least 19 worker camp sites were located on the eastern slopes of the Promontory Mountains.

This was especially true in the area around where the Big Fill and Trestle were built, about a mile and a half east of Promontory Summit itself. These camps were recorded as archaeological sites during the early 2000s.[27]

It was at Promontory Summit that track layers caught up with the graders. Graders were responsible for blasting rock ledges, for spanning the arroyos, filling the washes and leveling the terrain upon which to lay the ties and track. Histories of the great effort to cross the continent often gloss over the details of how it was done and who it was responsible for the backbreaking jobs of construction completed in an era with few machines to aid men with hand tools. Picks, shovels, pry bars, horse drawn carts and wheelbarrows, coupled with blasting powder were the commonly used tools.

However one might view the scene at Promontory at this time, it all led to a celebration, on May 10, 1869, of the eight-year achievement of two railroad companies, the U.S. Government, and thousands of workers. The CP arrived well ahead of the UP at the Summit. On April 30, CP laid rail to Promontory. It would not be until May 7 that UP completed its portion of the effort. The UP was stymied by construction obstacles on the east slope of the Promontories, flooding problems on the Weber River and a lag in supply lines. Added to this was an unfortunate delay for Thomas Durant, Vice President of the UP, whose rail car was chained to the tracks on a siding in Piedmont, Wyoming until he agreed to wire money to pay his construction crews.[28]

A reporter from the *San Francisco Examiner* caught the moment on May 7 when the UP arrived at the Summit. He said, in part:

> *This afternoon, the Union Pacific finished their track to a switch forty rods east of the end of the Central, on the new side track down to a point opposite the Central. At twenty minutes past four, Central time, and fifteen minutes past five, Cheyenne time, engine No. 66 [of the UP]… arrived from the East with Casement, the contractor, and others. No. 66 came to a halt, and the engineer let off steam in such a manner as to throw two circles like wreaths or crowns of white vapor into the air. Not a breath of windstirred [sic] at the moment, and the aureole ascended three or four hundred feet skywards before disappearing, creating a beautiful effect, and calling for involuntary cheers from the spectators. Engine No. 60, named the "Whirlwind" on the Central road, standing opposite and within 100 feet, replied with a sharp whistle, and thus the first meeting of locomotives from the Atlantic and the Pacific Coasts took place.*[29]

The centerpiece of the celebration on May 10 was the two locomotives from each of the railroads, the UP's *119* and the CP's *Jupiter* resting face to face on the same track, one to two rail lengths apart. After the ceremony, the locomotives pulled forward and touched. That was when the famous "champagne photo" was taken. There were four ceremonial spikes brought to Promontory made of or plated with gold and silver to be ceremoniously tapped to commemorate the completion of the great feat. The famous gold spike, manufactured of solid gold earlier in the year, was presented by David Hewes, a wealthy San Francisco financier. A gold-plated spike was presented by Frederick Marriott, proprietor of the San Francisco News Letter newspaper company. A silver spike was presented by F. A. Trittle, Nevada Railroad Commissioner and candidate for governor and a gold and silver spike was presented by the Arizona Territory.

Commissioner and candidate for governor and a gold and silver spike was presented by the Arizona Territory.

Between 500 and 3000 people were gathered that day to witness the event, including those from government, the railroads, and the track workers and even local farmers. At the appointed time, 12:47 pm, the gold spike was tapped by both Leland Stanford, President of the CP, and Thomas Durant, Vice President of the UP and the word "Done" was sent to the nation by the telegrapher. The message of the completion of the railroad was received by people across the nation and celebrations commenced from New York to San Francisco.

The Promontory Route of Utah

Initial examinations of possible routes for the proposed railroad line through the northern portion of Utah occurred as early as 1863 when Peter A. Dey, under the direction of UP Vice President T. C. Durant, made some preliminary explorations of the Wasatch Mountains. In 1863 and 1864 Samuel B. Reed, General Superintendent and Engineer of Construction for the UP, examined passes in western Wyoming and Utah through which the railroad could be constructed. Reed's recommendation of the route from Echo Summit and down along the Weber River was the one upon which the UP grade was built. Following these initial reconnaissance surveys, more detailed surveys were carried out by engineers under the direction of Chief Engineer G. M. Dodge in 1867. Final location surveys were made during 1868 from the mouth of Weber Canyon to Humboldt Wells in Nevada.[30]

During this same period, the Central Pacific carried out its own surveys of a route through the area. In 1867 CP engineers explored the Wasatch Range and valleys and the basins of Wyoming as far as Ham's Fork River. During the same year CP engineers made a preliminary survey to the summit of Echo Canyon and in 1868 filed a preliminary survey with the Department of the Interior. These surveys, and those in Nevada, were carried out under the direction of Engineer Butler Ives and his assistants William Epler and S. M. Buck.[31]

Even though the general route of the railroad was established, there was still a question about whether it should go north around the Great Salt Lake or south through Salt Lake City and around the southern end of the lake. In May 1868 Samuel Reed visited Salt Lake City and negotiated a contract for grading with Brigham Young, in which Young would provide grading for the railroad for 50 to 90 miles from the head of Echo Canyon westward, down the Weber River Canyon to the Great Salt Lake Valley. Young's intention when he signed the contract was to assign the work to prominent members of the Church of Jesus Christ of Latter-day Saints or to ward bishops. His sons, Joseph A. Young, Brigham Young, Jr., and John W. Young acted as his agents in the subcontracting agreements. Men to whom the contracts were let included Bishop John Sharp and Joseph A. Young and Levi Stewart, Thomas E. Ricks, and John Taylor.[32]

As mentioned earlier, the CP and UP agreed that the route around the northern end of the lake was the most practical.[33] On August 4, 1868 Brigham Young wrote Franklin D. Richards and made an agreement to grade 200 miles of roadbed for the CP.[34] Principal Mormon subcontractors for this work included Ezra T. Benson of Logan, Mayor Lorin Farr and Chauncey W. West, both of Ogden. They were to prepare the roadbed from Ogden to Monument Point, 60 miles northwest.[35] Apparently, Church President Lorenzo Snow also held a contract for work on the CP since he reported working in the Promontory area in December 1868.[36] Interestingly, all these crews (even beyond those previously listed), UP and CP subcontractors alike, are mentioned camping on the east side of Promontory in April 1869.[37]

While grading and track laying moved rapidly along for the UP, the CP also implored its crews to move quickly. The area in the mudflats west

of Corinne and north of Bear River Bay posed few construction problems.[38] This was one of the stretches of the route, however, where the CP built grade parallel to that of the UP during early 1869, the period of intense competition between the two companies. In fact, because a meeting point for the two lines was never planned and there was a clear indication that the Union Pacific would be building west of Ogden before the CP could reach it, Leland Stanford of the Central Pacific chose to buy land and place surveyors and grading crews in this area in 1868. As a result of this foresight, the CP was eventually able to leverage an agreement which placed their eastern terminus near Ogden.[39] The UP did not even begin construction west of Ogden until February 1869.[40]

By March 1869 construction activity by both railroads was moving at a frenzied pace. The UP reached Ogden on March 8, 1869 and Bonneville by mid-March.[41] A letter to the *Deseret Evening News* dated March 25, 1869 provides a firsthand account of this activity in the area between Corinne and Junction City (later known as Blue Creek):

> *Work is being vigorously prosecuted...both lines running near each other and occasionally crossing. Both companies have their pile drivers at work where the lines cross the [Bear] river [near Corinne]. From Corinne west thirty miles, the grading camps present the appearance of a mighty army. As far as the eye can reach are to be seen almost a continuous line of tents, wagons and men.*[42]

The irritation that the close construction in this area caused the railroad owners was expressed by Leland Stanford in a March 14, 1869 letter to CP treasurer Mark Hopkins:

> *The U.P. have changed their line so as to cross us five times with unequal grades between Bear River and Promontory. They have done this purposely as there was no necessity for so doing. ...we shall serve notice for them not to interfere with our line and rest there for the present.*[43]

As mentioned earlier, in April of 1869, the railroad companies and the federal government agreed to join the rails at Promontory Summit and for the UP to sell that portion of their line from Promontory to Ogden to the CP. As a result of this agreement, the frenzied competition and redundant construction activities largely ceased. After two offers by Union Pacific were turned down by the Central Pacific, a sum of $2,853,000 was agreed to on November 17, 1869 for a 48.5-mile section of line from Promontory to a point five miles west of Ogden.[44] It is interesting to note, however, that final payment on this agreement was not made to the UP until August 1870.

The Casement Brothers were responsible for grading the track for the UP into Corrine. On March 27 the first UP locomotive crossed the Bear River into Corrine from the east while the CP was still grading eastward to Monument Point on April 17.[45] The CP reached Promontory on April 30. The UP did not complete track laying to the Summit until May 7.[46] But, interestingly, a few days later, during the night of May 9, just before the ceremony, the UP laid a complete siding and Y-track (for turning locomotives) which allowed them to claim use of the terminal.[47]

After the CP took over the Promontory Route from five miles west of Ogden to Promontory in late 1869, it continued to use most of the grade originally constructed by the UP between Promontory and Ogden, though the company used their own grade on the east face of the Promontory Mountains (most prominently eliminating Union Pacific's "Big Trestle"). The CP took possession of the 48.5-mile section of the UP line on November 26, with the official change in train transfers taking place on December 6, 1869[48] (figure 3).

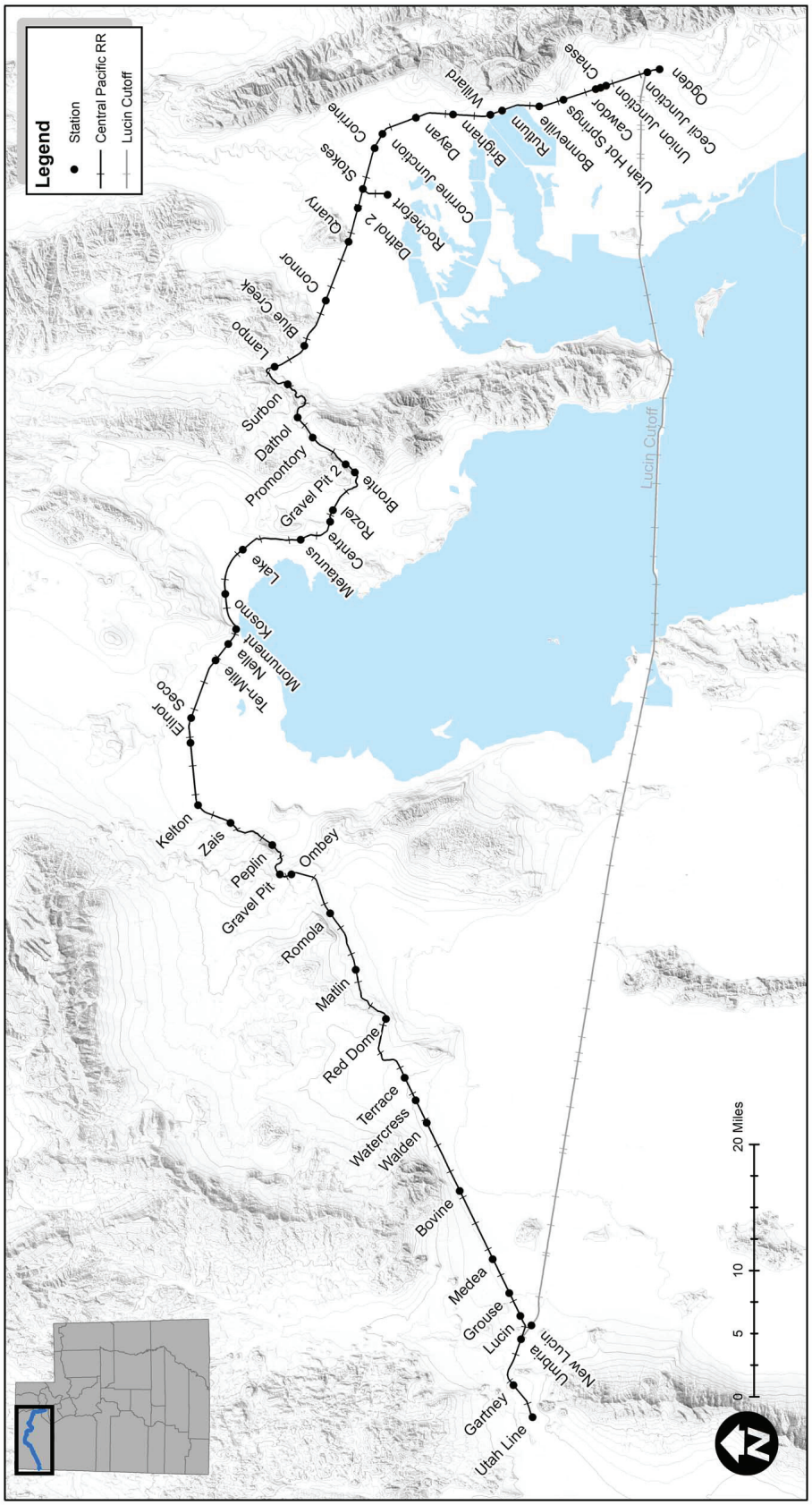


Figure 3: Overall map showing the stations discussed in this text.

The CP inherited quite a flawed railroad line from the UP. In fact, there are several lines of evidence showing that the CP spent considerable money and effort to bring this portion of the line up to standards needed to bear the heavy traffic expected on a transcontinental railroad. The 1870 census shows exceptionally large crews of Chinese workers were stationed at the Willard, Corinne, and Blue Creek stations. These crews appear to have been hired for extensive reconstruction work of the railroad alignment. There were 63 at Blue Creek, 30 at Corinne, and 32 at Willard, most of them likely tasked with the reconstruction. A larger number were at Blue Creek because of the tougher labor requirements associated with upgrades on the steep eastern grade of the Promontory Mountains.[49]

The second piece of evidence for this reconstruction comes from a CP/Southern Pacific (SP) Bridge Inspection Book. The 1920 Salt Lake Division Bridge Book shows that most trestle structures between Ogden and Promontory were reconstructed just after the CP acquired the line. Trestles in that area date, with some exceptions, from as early as 1872 up to the early 1880s.[50]

There was considerable criticism during the later stages of railroad construction activities about whether the work done by the two railroads was commensurate with requirements set forth in the Congressional Acts of 1862 and 1864. Specifically, there were complaints that the UP was building a substandard railroad and that the U.S. Government was providing unjust compensation. In response to the mounting criticism President Grant appointed a special commissioner, Isaac N. Morris, to inspect the reportedly unacceptable parts of the Union Pacific. His report was quite unfavorable and called the railroad the worst over which he had ever traveled and dangerous in places.[51]

As part of his inspection tour, he described the condition of the line between Corinne and Lampo Junction:

> *The Union Pacific road-bed['s] ...width... is only the width of the tie, or 8 feet, sometimes a little over and sometimes a little under, ...the road-bed...is a mixture of dirt and sand... places are found where it is mostly dirt, and then portions are met which are chiefly, if not entirely of gravel.*[52]

Central Pacific apparently found it necessary to essentially rebuild much of the route after they acquired it in late 1869.

The How and Why of Railroading

Railroading is a complex subject. The CP, Southern Pacific and the UP certainly fit within that caricature. A brief discussion of how all railroads are born, maintained and operated, is important before continuing on with the history of this particular railroad. There are four core characteristics which are vital to understanding this industry. These include economics, operations, infrastructure, and regulation. Following are key highlights of the four important characteristics in understanding railroads as an industry.

Economics. No one in this country has built a railroad without the potential to generate a profit. So, one needs to assume that a railroad has commerce and, in most cases patronage, in the form of passengers. There must be capital available to build and maintain a railroad, and a railroad must pay attention to outside forces, such as other railroads competing for the same revenues. In sum, a railroad will always have customers in the form of industries, commercial establishments and, usually, passengers. One book that captures the agonizing struggle to deal with economic realities in railroading in the 19th Century is *Pioneering the Union Pacific* by Charles Ames.[53]

Infrastructure. To exist, a railroad must have infrastructure. This includes land ownership and right-of-way development which always include a berm, ballast, ties, track, switches, signs, and signals. In addition, it usually includes trestles, culverts, bridges and sometimes tunnels. Add to that maintenance shops, telegraph stations, and section stations including housing, and purchase of rolling stock including locomotives, freight cars, maintenance cars, and, as appropriate, passenger cars. Comprehensive and authoritative books covering one important aspect of this characteristic is *The American Railroad Freight Car* and *The American Railroad Passenger Car*, both by John White.[54]

Operations. Operations include administrators, marketing and clerical staff, telegraph operators, maintenance shop crews, engine crews, and maintenance-of-way crews. It also involves operation of rolling stock with crews, timekeeping, scheduling, and internal coordination as well as connecting with other railroads. A fascinating read about the construction and operation of a railroad empire can be found in *The Pennsylvania Railroad* by Albert Churella.[55]

Regulation. All railroads experience some type of external regulation. This may and usually does include a myriad of Federal, state, and local agencies and boards. The most predominant, beginning in 1887 was the Interstate Commerce Commission, which existed until 1995 when most of its functions were transferred to the Surface Transportation Board. Another Federal agency having regulatory authority is the Department of Labor, which over time, increased their control of railroads. Add to that state regulation, usually through Public Service Commissions in each state. In addition, there are cities, counties, and other state authorities with many types of jurisdiction as well as land management agencies adjacent to railroad properties. There were also private influencers including the Brotherhood of Railroad Engineers and the Brotherhood of Railroad Firemen. While this might seem to be a rather arcane subject, Gabriel Kolko provides surprising clarity in his book *Railroads and Regulations*, 1877-1916.[56]

We now transition back to the CP history. As we do that, one can begin to see these core characteristics weaved throughout its growth and operations.

Railroad Operations

From the summer of 1869 until 1882, every transcontinental railroad freight and passenger train traveled over the Promontory Route of the UP and CP. One might assume that the railroads would be quite profitable, but Smithsonian railroad historian John White suggests otherwise, at least for the CP, as he also provides important insight into the volume and type of commerce traveling this route comparing eastern and western US railroads. Eastern railroads handled far more traffic, but car loadings became less and less the further west one went.
White elaborates:

> *As late as 1882, some thirteen years after the Central Pacific's completion, the Railroad Gazette considered its traffic to be trifling for a major trunk line. The daily traffic amounted to 567 tons westbound and 422 eastbound. It was all handled in two [daily] trains, each composed of thirty small 10-ton-capacity cars. Through traffic was very light, with the great preponderance of movements involving local haulage. The Central Pacific was essentially an agrarian road with no mineral or merchandise cargoes. Its main commodities were salmon, tea, wool, and beans.*

Obviously, there was a need to stay in business. The CP found a way to rectify the situation as White narrates:

> *The CP's situation might be better understood by comparing it with that busy eastern trunk line… the Lake Shore & Michigan Southern… The traffic-starved Central Pacific managed to keep its revenues up by charging a very high tariff, 2.1 cents per ton-mile, or about three times that charged by the Lake Shore. Shippers and ultimately the public benefited from a proximity to well-traveled roads like the Lake Shore.*[57]

Shippers, particularly in Nevada and Utah regularly complained about the high cost of railroad tariffs, but White's thoughts provide a glimpse into why the railroad found it necessary to charge such prices. The cost of carrying goods long distances drove costs much higher than was the case in the more densely populated eastern states. However, the CP and later SP was always a local and regional transportation company. Important revenues emanated locally from as early as the 1870s with the Comstock and other Nevada mining operations as well as movement of agricultural products.

After 1882, up to about 1903, the Promontory Route was still the main thoroughfare for trains going between Sacramento and Omaha. As detailed later, the completion of a cutoff in 1904 effectively killed the line around the north side of the Great Salt Lake, though it took another 40 years to finally pull the last steel rail on that portion of the railroad. Major towns such as Terrace, Kelton, and Corinne sprang to life after 1869 because of the railroad business while smaller section stations like Bovine, Matlin, and Blue Creek housed needed maintenance crews and some supplied water to the steam engines traveling east and west. In Chapter 3 of this volume, we discuss the infrastructure needed for a successful railroad, while in Chapter 4 we give a station-by-station accounting of the significant places along this famed line.

Labor Force

Labor is at the core of all major endeavors. Early in the history of the CP, labor for construction of the line was an incredibly important part of getting the job done. At this point in time, construction equipment did not exist to reduce the need for a large labor force. Most work was done by hand. The UP and CP both had the same issue, but they approached it in different ways. Charles Crocker, one of the owners of the CP, advertised far and wide in California for the railroad's need of 5,000 men on the transcontinental work. Less than 200 showed up to work. Years later Crocker said that in those days the railroad's labor force was never much above 800, with men coming and going on a regular basis.[58]

In 1863, a man by the name of James Strobridge began work for Leland Stanford on locomotives and trackwork in Sacramento. In early 1865, Crocker decided to hire him to head up construction work on the new Transcontinental line. After experiencing Crocker's woes concerning retaining labor, Strobridge too became frustrated about the situation. One day in February of that year, Crocker suggested that Strobridge hire some Chinese workers. At first, Strobridge was adamantly against it, believing the Chinese could not handle such work, although a crew of 23 Chinese laborers had already been hired on the railroad more than a year prior to this, in January 1864, below Newcastle, California.[59] With labor shortages continuing he eventually agreed to hire a crew of 50 Chinese workers. They worked out so well that another 50 were hired. Initially, Chinese were hired locally and regionally through a labor firm. The demand for such workers increased quickly over a relatively short time and Strobridge contracted with several labor contractors to obtain more Chinese, the most prominent of which was the Sisson, Wallace and Company of San Francisco.

Eventually, hundreds, and then thousands were brought on as workers, many being recruited directly from Guangdong Province, China. Through the late 1860s, there were as many as 10,000 to 11,000 Chinese working on construction of the railroad.[60]

Charles Crocker knew that having Chinese workers was beneficial to the company, allowing construction to move rapidly, adding mileage that increased CP government land and grants. The large number of Chinese workers meant that a pool of those who had become skilled at various crafts of construction, and shown themselves to be ambitious, would likely be valuable in follow up construction and longer term, during operation of the railroad.

After the initial construction efforts ended, many of the Chinese workers found work elsewhere, in mines in California, Idaho, Montana, and elsewhere, in restaurants and laundries, and on other railroad construction projects. Some others chose to go home to China. There were many, however, who chose to stay and became the primary labor force for the maintenance of the CP line, not only in Utah, but across Nevada into California, as well. Chinese workers were so valuable, in fact, that the Union Pacific began to hire them for maintenance activities on their railroad in the 1870s.

Federal census counts for 1870 and 1880 show that virtually every section station on the CP line in Utah was populated by Chinese laborers, always with a European-American foreman and, in 1870, almost evenly split between Irish and Americans. In 1880, the ethnicity of foremen changed to exclusively men from the British Isles, almost all of them from Ireland. All other specialized occupations, including engineers, clerks, boilermakers, blacksmiths, and many other jobs, were held by Euro-Americans from the US and various other countries. Two important points concerning foremen and workers are revealed in the 1870 and 1880 censuses. Twice the number of foremen are present in the 1870 census versus the 1880 census (31 and 16). The 1880 census also reveals 60 percent fewer laborers than in 1870. This almost certainly reflects the fact that in 1870 the railroad had just been constructed and there was much to complete, particularly on the Promontory to Ogden portion which had just been purchased from the UP. Another interesting point is that American foremen, who made up a large percentage of the supervisors in 1870, were entirely absent in 1880. A possible reason for this may be that a surplus of less expensive and experienced Irish railroad workers became available in the late 1870s following completion of the Transcontinental and other new railroads in the west.

It is of course important to note the other laborers employed during the construction of the transcontinental railroad, especially that portion described in this volume in Utah. First, hundreds of members of the Church of Jesus Christ of Latter-day Saints, colloquially known as Mormons, were employed by the Union Pacific to construct grade and build tunnels from the border of Wyoming all the way to Promontory Summit. The Central Pacific also contracted with Mormons for grading and filling work west of Promontory all the way to Monument and potentially as far east as Weber Canyon.[61] Further, Tribes were also included in the large number of men employed by the CP, at least across Nevada. A *San Francisco Chronicle* article on September 10, 1868 noted that Charles Crocker, one of the owners of the CP, had just hired "any number" of "Pah-Utahs" (Northern Paiute Tribal members from Nevada), "Cowchillas" (Yokuts from central Calfornia) and "Washoes" (from western Nevada) onto his payroll.[62] There is evidence that Native Americans continued to work for the CP in later years. In an issue of Frank Leslie's Illustrated Newspaper concerning his Excursion across the

Continent in 1877 and 1878, he describes the tasks of numerous, either Shoshone or Paiute, laborers in Winnemucca working alongside Chinese workman. The group was employed on the CP.[63]

Labor Force Housing

One of the more fascinating aspects of railroad maintenance operations, not only on the CP and SP, but on most, if not all western railroads in the 19th Century, was provision made for employee housing. The need for local labor presence along the railroad in often extremely remote areas, required more permanent shelter than had been used during construction. The CP constructed and transported to section stations, among other buildings, section stations, bunk houses and cook houses. The CP likely transported buildings as "kits" with many parts pre-cut and some parts, such as windows and doors, pre-built, possibly in Oakland, California where a major carpentry shop was located for

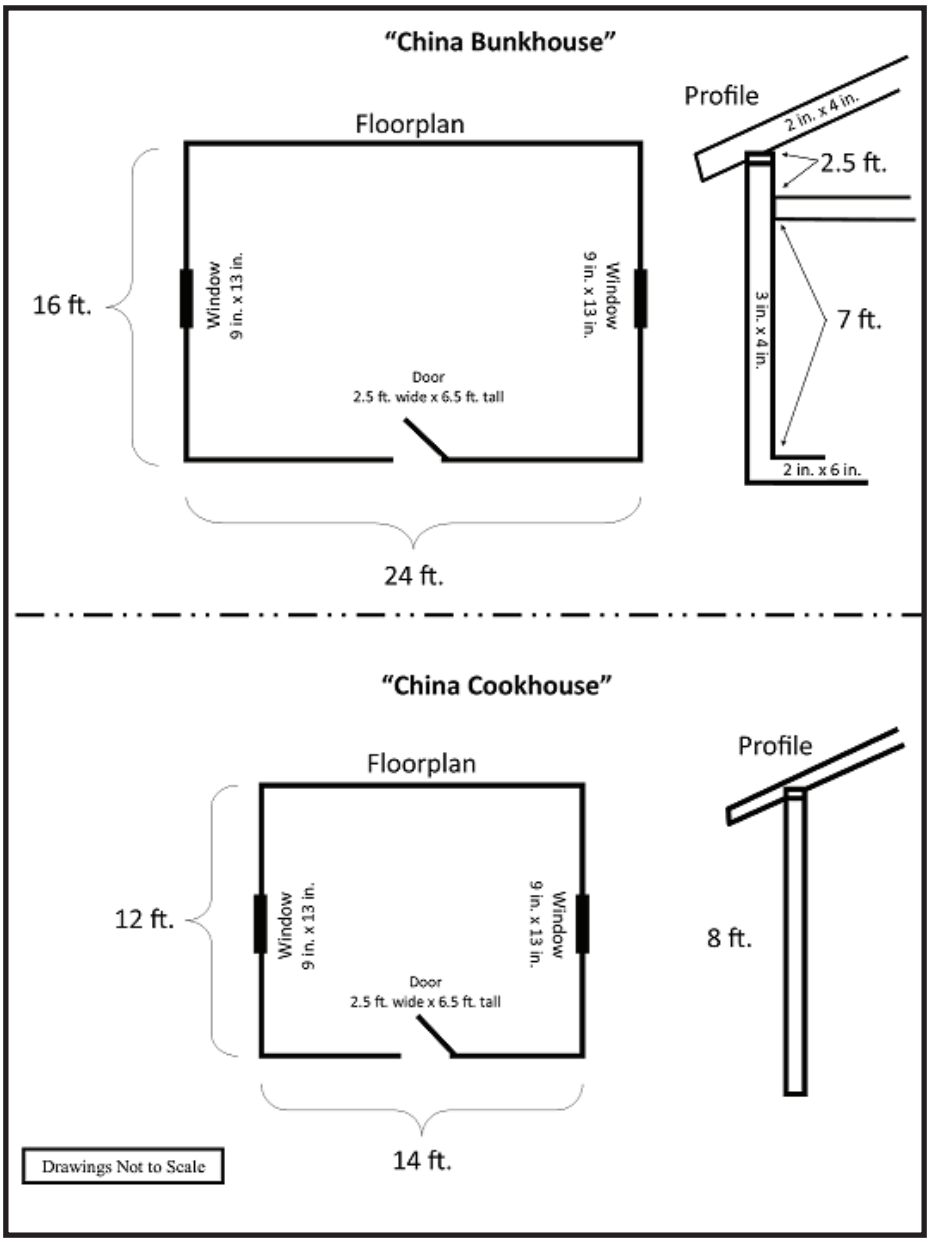


Figure 4:

Drawing of common "China Cookhouse" and "China Bunkhouse", ca. 1880s.

buildings and bridges. The buildings would then have been erected on site with much less labor and time required than constructing them from individual lumber pieces on site.[64] That would account for the large number of identical and similar size structures. Those buildings occupied by Chinese workers were termed "China Bunk House", "China House", and "China Cook House" and similar monikers because Chinese workers (almost always immigrants) were the primary occupants of those structures during that period of time.[65] (Figure 4 and 5) Analysis of the locations, sizes, occupants and many other aspects of the buildings was recently presented in a publication produced by Stanford University entitled *Chinese Workers at Central Pacific Railroad Section Station Camps, 1870-1900*.[66]

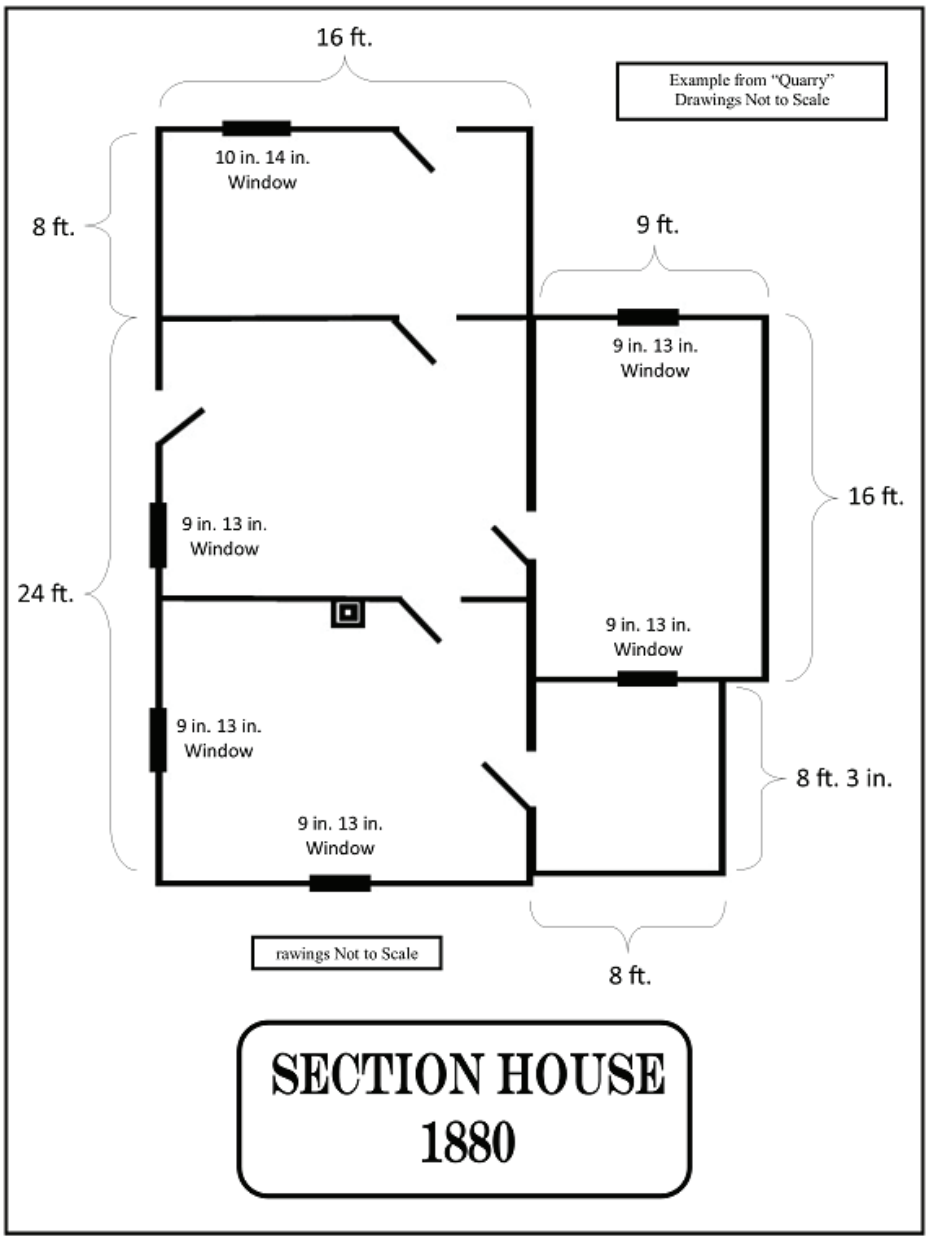


Figure 5:

Drawing of a common Section House floor plan, ca. 1880s.

Station	China	Ireland	England	USA	Wales	Canada
Lucin	14 laborers	1 foreman	1 foreman			
Bovine	17 laborers	1 foreman		1 foreman		
Terrace	16 laborers	1 foreman		1 foreman		
Matlin	13 laborers		1 foreman	1 foreman		
Kelton	22 laborers	2 foremen				
Monument	11 laborers		2 foremen	1 foreman		
Lake	15 laborers			1 foreman		1 foreman
Rozel	21 laborers	1 foreman		1 foreman		
Promontory	26 laborers			1 foreman	2 foremen	
Blue Creek	59 laborers	2 foremen		1 foreman		
Quarry	21 laborers			2 foremen		
Corinne	35 laborers	1 foreman		1 foreman 1 laborer		
Willard City	31 laborers			1 foreman		
Bonneville	12 laborers	2 foremen				

Table 1: Ethnic Diversity of Maintenance Crews at Promontory Route Stations in the 1870 Census

Further analysis, specifically regarding the presence/absence of windows and floors provides a unique perspective of life in these rough communities. Though these building drawings are not depicted "as built", meaning changes could have been made after the drawings were completed, they do give some sense of what kind of facilities were provided to workers. Two items to keep in mind as this housing is described in more detail: the most common bunk house measurement is 16 by 24 feet in size and, on average for the 1870 and 1880 censuses, stations maintained Chinese crews of between 11 and 20.[67]

As would be expected, most of the bunk houses had windows. Out of 46 railroad stations with information on windows in both Nevada and Utah, 30 had at least one window, but interestingly, 16 had none. In Utah alone, the drawings show that 5 of 14 bunk houses had no windows. Out of 40 available profile drawings for bunk houses in Nevada and Utah, 17 had no floors. In Utah four bunk houses were missing floors and three of those had no windows AND no floor. The relatively large number of workers sharing such a space in ideal circumstances would have made for difficult living conditions. If indeed, workers had to live and work in such circumstances it seems that it would have made for quite a stressful existence. Even with the use of bunkbeds, as was probably the case, such a situation must have been quite difficult.[68]

Station	China	Ireland	England
Lucin	9 laborers	1 foreman	
Bovine	6 laborers	1 foreman	
Terrace+	22 laborers	4 foremen	
Matlin	6 laborers	1 foreman	
Ombey	7 laborers	1 foreman	
Gravel Pit	9 laborers	1 foreman	
Kelton	15 laborers	1 foreman	
Monument*	13 laborers	2 foremen	
Lake	6 laborers	1 foreman	
Promontory	4 laborers	1 foreman	
Blue Creek	4 laborers	1 foreman	
Corinne	12 laborers	1 foreman	
Bonneville	13 laborers	1 foreman	2 foremen
+This is an estimate. There is a total of 37 Chinese railroad workers; about 15 work in the Terrace railroad shops and about 22 worked on track maintenance. *Monument Station personnel may have also covered Seco Station to the west.			

Table 2: Ethnic Diversity of Maintenance Crews at Promontory Route Stations in the 1880 Census

Changing Ethnicity of the Work Force

The dominance of Chinese railroad workers on the Promontory Route began to drastically change with the passage of the Chinese Exclusion Act of 1882 and, particularly, with subsequent legislation (Figure 6). The large number of Chinese hires, not only in the railroad industry, but in many other fields of work, particularly in the western US, caused fear and concern among many in the larger population, leading to a restrictive immigration policy that began to reduce the number of Chinese who worked on the railroad. But that reduction did not occur immediately. It is unfortunate that an 1890 census count is not available, but the overall population figures for 1890 provide some sense of how the first Exclusion Act legislation affected the number of Chinese laborers in Box Elder County. In the 1870 census for Utah 403 out of a total of 445 Chinese lived and worked in Box Elder County. By 1880 the population of Chinese in Box Elder County declined to 159 but was still the largest concentration of Chinese workers in Utah.

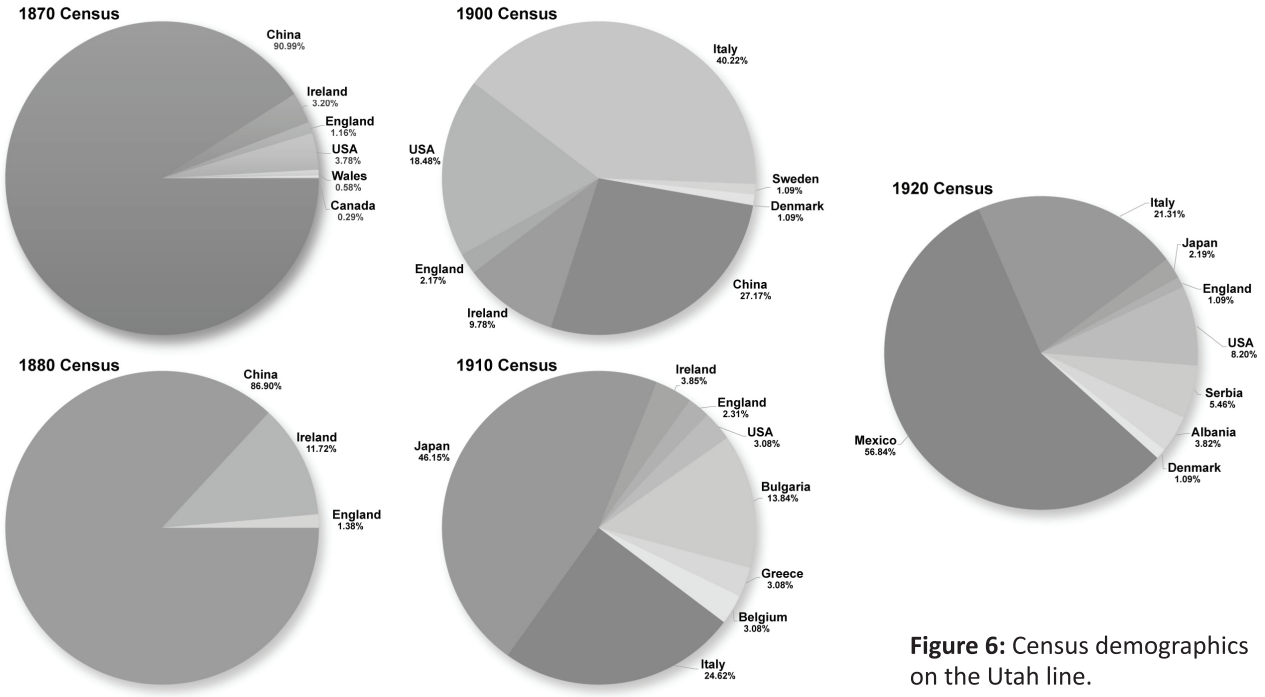


Figure 6: Census demographics on the Utah line.

That number of Chinese dipped to only 147 in 1890, still representing the second largest concentration among Utah counties after Salt Lake County.[69] It was the Geary Act of 1892, an extension of the original act, with its onerous new requirements, that had the most effect on reducing the Chinese railroad labor pool. It significantly reduced Chinese immigration to the US and put many restrictions on those living in the country. Nevertheless, the 1900 census revealed that at least three Chinese crews still worked along the Promontory Route. These included seven workers in Balfour and nine at both Lake and Seco, for a total of 25. Interestingly, a 1903 count of Chinese in Box Elder County identified 30 individuals still living in Terrace. This evidence and a still elevated US Census count of Chinese in Box Elder County in 1890, strongly suggests that there was a crew in Terrace as well as in Bovine and Lucin, though data for the latter two is too slight to confirm at this point in time.[70]

It was during this time period that the railroad, with limited choices, began to hire workers from Southern European countries and Japan, though Japanese workers were hired more for work on the SP mainline, less so on the Promontory Route. The 1900 census provides the most defining time for the move from Chinese to European immigrant labor. The Chinese Exclusion Act and the following Geary Act were having their effect. As can be seen in the table below there were four stations with all or mostly Chinese laborers and seven other stations with all or mostly Italian laborers. That is a split of 35 Chinese to 46 Italians, though it is likely the Chinese labor numbers were somewhat higher. Irish foreman still seemed to be preferred as they were supervisors at 7 of the 11 stations with census counts. The large number of laborers at Promontory probably reflects the fact that many worked in railroad shops, something the census did not differentiate. This shift in ethnic hiring reveals a trend which only accelerated in following decades.

Station	*China*	*Ireland*	*England*	*USA*	*Italy*	*Other*
Lucin				1 foreman		
Terrace*		1 foreman				
Matlin					9 laborers 1 foreman	
Kelton				1 foreman	2 laborers	
Seco	9 laborers				1 foreman	
Monument		1 foreman			5 laborers	
Lake	9 laborers	1 foreman				
Rozel		1 foreman			5 laborers	
Promontory			1 laborer	9 laborers		1 laborer Sweden
Kolmar		1 laborer		3 laborers 1 foreman	8 laborers	
Balfour	7 laborers					1 foreman Denmark
Corinne+		2 foremen				
Bonneville		2 foremen	1 foreman	2 laborers	6 laborers	

+ There were 26 "day laborers" identified in Corinne, though none specified railroad. Some were doubtless railroad workers. Of those, one each were from Ireland and Germany, two were from England and the rest from the United States.

*The curious fact that a foreman was present but no maintenance crew suggests that the crew was not accounted for in the census. It is suggested that the crew may very well have been ethnic Chinese. A census of Chinese in Utah in 1903 identified 28 men still living in Terrace.

Table 3:

Ethnic Diversity of Maintenance Crews at Promontory Route Stations in the 1900 Census

This replacement of Chinese workers accelerated into the 20th Century. Because the Lucin Cutoff eliminated so many resident crews on the Promontory Route, the only stations from which numbers could be extracted from the 1910 census were Ogden, Corinne, Promontory, Kelton, Terrace and new Lucin. Terrace was devoid of railroad workers by this time and Ogden too large and with too many railroads to accurately establish numbers for the SP. The following were the only maintenance crews found on the line in that year:

The relatively large number of workers at Lucin in 1910 reflects the fact that the station had moved about one mile south to a point on the SP mainline, just west of the Lucin Cutoff, where much more traffic and maintenance work was required, though this crew still maintained about 10 miles of the Promontory Route, as well.[71] The large numbers in the Lucin Precinct census count also reflect the presence of a series of 12 additional section stations which had been established extending eastward along the railroad to the edge of the Great Salt Lake. At least eight of these stations appear to have been occupied by crews beginning in the middle of the first decade of the 1900s, including (west to east) Pigeon, Jackson, Teck, Beppo, Lemay, Newfoundland, Strong Knob and Lakeside.

Table 4: Ethnic Diversity of Maintenance Crews at Promontory Route Stations in 1910 Census

Station	***Italy***	***Japan***	***Ireland***	***England***	***USA***	***Other***
Lucin	54 laborers 2 foremen	58 laborers 2 foremen	5 foremen	1 foreman	1 laborer	*1 laborer +1 foreman **18 laborers
Kelton	5 laborers					
Promontory	7 laborers			1 foreman		
Corinne	4 laborers			1 foreman	2 laborers	
Key: *Greece; +Belgium; **Bulgaria						

Table 5: Ethnic Diversity of Maintenance Crews at Promontory Route Stations in 1920 Census

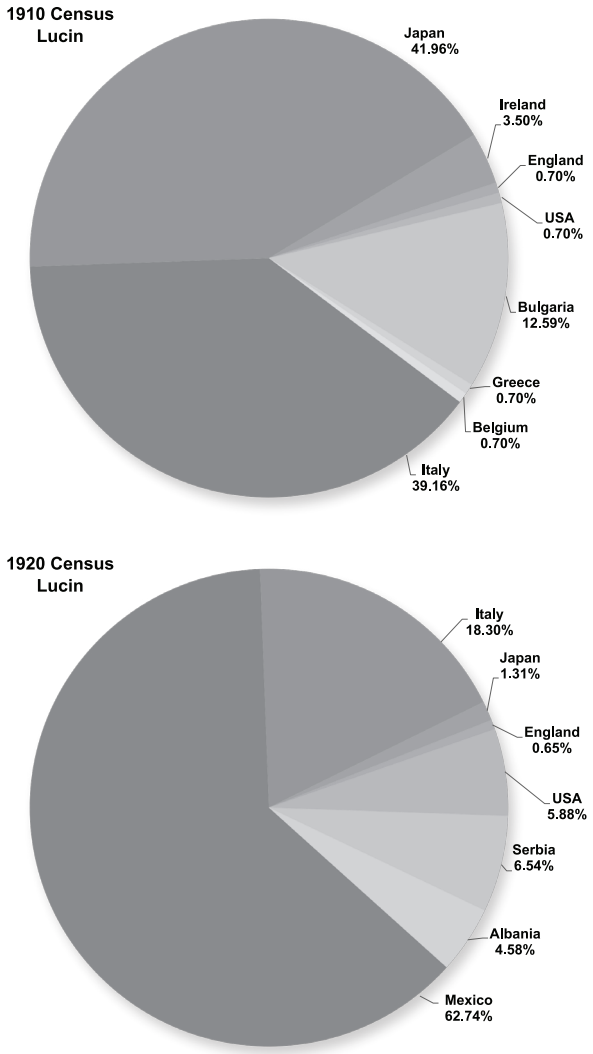
Station	***Mexico***	***Italy***	***Japan***	***England***	***USA***	***Other***
Lucin	96 laborers	22 laborers 6 foremen	2 foremen	1 foreman	6 laborers 3 foremen	*10 laborers **7 laborers
Kelton	6 laborers	1 TW	1 foreman			
Promontory		7 laborers 1 foreman			1 laborer	+1 laborer
Corinne	2 laborers	1 foreman	1 foreman	1 TW	4 laborers 1 TW	+1 foreman
Key: * Serbia; **Albania; +Denmark; TW = Track Walker						

Despite the low numbers along the rest of the Promontory Route, this list reflects the changeover in ethnic make-up of railroad workers as well as other parts of SP territory in the early 20th Century, a trend which continued in the next several decades with the addition of more immigrants from Balkan countries such as Bulgaria and Serbia as well as from Mexico, the latter which begins to show in the 1920 census (Table 5, Figure 7).

Examining the totals of these tables and putting aside the enormous numbers in 1910 and 1920 for Lucin and other section stations stretching east toward Ogden along the Lucin Cutoff, it is obvious that there is a gradual drop in both laborers and foremen on the Promontory Route from 1870 to 1900. The labor force drops from 313 in 1870 to 126 in 1880 to 68 in 1900 and foremen commensurately from 31 to 19 to 14.[72] As noted earlier, this was initially caused by a reduced need for construction work immediately following completion of the railroad but later more a result of consolidation of maintenance crews and efficiencies brought on by improvement in technology. The reduced 1900 labor numbers could also be, in part, a result of the SP looking ahead to shifting its line to the Lucin Cutoff within a few years and, thus, wanting to reduce spending on Promontory Route maintenance.

One added note concerning technology. Railroad laborers, up into the 1890s, did not normally have access to locomotives, automobiles or even horses to move them along the line or along poorly maintained roads to work on track, ties, ballast, trestles, culverts, and similar structures. Most often workers used hand cars, the small vehicles which were placed on tracks to carry men and equipment. These vehicles were powered only by the men who rode them. Such vehicles had been used on railroads since the 1830s. Hence, the ubiquitous presence of "car houses" or similar named structures, on so many of the SP section station maps and drawings.

Figure 7: Census for 1910 and 1920 Lucin.



By the mid-1890s motorized devices had been invented, becoming widely available over time. At least one gasoline powered "inspection car for railways" was introduced by Daimler Motor Company in 1896. It was said that it could operate at a speed of 15 miles per hour. It is possible that the SP purchased these or similar vehicles particularly for its more rural railroad territories, such as the Promontory Route. Such a device would allow crews to maintain track at longer distances from base stations than in the previous decades. It would even allow a crew to cover more than one station area, possibly one of the reasons that crews at some Promontory stations could not be identified in the 1900 Census.[73]

Corporate Issues

Jostling between the CP and UP over interchange issues was an early problem, but in many ways the two railroads benefitted from the fact that, until 1882, they were two parts of the only transcontinental railroad in North America. Nevertheless, there remained major obstacles to operations. There were large debts still owed to the federal government incurred during initial construction, operating expenses over a far-flung system were enormous and income was subject to fluctuations in the economy and market forces largely beyond the power of the railroads to control.

The "Central Pacific Rail Road Company of California" was incorporated on June 28, 1861, changing its name to the "California Railroad Company of California" in 1864.[74] In 1870, the CP was consolidated with three other railroads, including the Western Pacific Railroad, San Francisco and Alameda Railroad and San Francisco and Oakland Railroad to form the "Central Pacific Railroad Co.", this as a means to absorb these lines within the company. The structure of the company changed many times over the years adapting and changing to fit with changes in corporate law. Ownership of the CP remained with the original builders of the CP portion of the transcontinental, known as "The Associates", Charles Crocker, Leland Stanford, Mark Hopkins, Collis Huntington, and for a time, E. B. Crocker, Charles' brother. Over time, deaths and new partners changed this dynamic.[75]

Through the 1870s, the Associates acquired many railroads and other properties and by the early 1880s it had become cumbersome to operate all the railroads as leased line entities. To help restore order, in 1884, the Associates formed the Southern Pacific Company as a holding company and, the properties of the CP were leased to be operated by the new SP Company. In 1899 the Central Pacific Railroad was reorganized as the Central Pacific Railway to help the SP retire the original government bonds incurred during initial construction. In 1901 E. H. Harriman of the Union Pacific gained control of the Southern Pacific and operated the two railroads as the Associated Lines. Around this time the name and operations of the Central Pacific system began to shift more often to the name and, even color scheme, of the Southern Pacific Company.[76]

From 1904 to 1907 SP lines east of Sparks, Nevada and the Ogden yards were placed under control of the UP-subsidiary Oregon Short Line (OSL). OSL control of the Ogden yards did not end until 1914. A Supreme Court decision in 1912 required Union Pacific to divest its interest in the Southern Pacific.[77]

A thread running through the first three decades of the company's existence was its debt to the United States Government for loans provided during the original construction. These debts were not quickly eliminated. The CP did not have the means to repay them within a short time. As part of the requirements of the Pacific Railroad Sinking Fund Act, also known as the Thurman Act, of 1878, a full quarter of CP's (and UP's) net earnings had to be paid into a sinking fund at the Treasury Department.[78]

Year	Month/Day	Station	Description	Valuation
1881	February 28	Ogden	Coal house	$2,913.37
	April 30	Quarry	China section house	$126.22
		Quarry	China cook house	$74.42
	May 31	Promontory	Section House	$276.53
	August 29	Blue Creek	Telegraph Office	$674.80
	September 30	Ogden	Freight Platform	$978.42
	December 31	Ombey	Section House	$643.48
		Ombey	China section house	$129.30
		Ombey	China cook house	$3.34
		Ogden	Temporary Freight House	$1,441.49
		Terrace	Machine Shop	$9,315.05
		Terrace	Machinery and Tools	$1,670.36
1882	April 29 December 31	Terrace Promontory	Depot Section house	$2,545.41 $806.22
		Terrace	Coal platform	$931.05
		Terrace	Machinery and tools	$373.3
1883	February 28	Hot Springs	Turntable	$835.49
		Promontory	Sand House	$130.73
	June 30	Terrace	Casting shed	$467.49
		Terrace	Machinery and tools	$108.00
	December 29	Terrace	Eating house	$9,396.24
1884	February 29	Terrace	Coal House	$5,298.77
		Lucin	Section House	$774.67
	October 22	Terrace	Water supply	$601.55
	November 6	Terrace	Water supply	$10.40
	December 31	Terrace	Machinery and tools	$2,787.83

Table 6: New expenditures in Utah stations between 1881 and 1884 as reported by the Central Pacific Railroad.

In one example of CP's struggle to deal with this albatross, a lawsuit was brought against the U.S. Government which stated that money was improperly withheld during a particular period of time by the Secretary of the Treasury from CP's earnings.[79] As part of this lawsuit, the railroad provided an extensive list of betterments, improvements and losses incurred from 1881 to 1884. Ultimately, the railroad prevailed and recouped nearly a million dollars.

This list that the railroad entered in the case file provides fascinating and useful engineering data for the road that is probably otherwise lost because of the 1906 earthquake and fire and other subsequent events. It gives a snapshot of both major and minor construction projects in California, Nevada and Utah not likely obtainable elsewhere (Tables 6 and 7).[80] This information relative to Utah stations is incorporated into station chapters later in this volume.

Year	Month/Day	Station	Description	Valuation
1881	February 28	Quarry	Cook house burned	$50.00
	August 29	Ogden	Building burned	$2,500
		Terrace	Machine shop burned	$2,500
		Ombey	China house burned	$50.00
	December 30	Terrace	Machinery and Tools	$3,244.80
1882	December 30	Terrace	Water tank burned	$75.00
		Rozel	China house burned	$50.00

Table 7: Losses accrued in Utah stations between 1881 and 1884 as reported by the Central Pacific Railroad.

Early in its history, from the 1860s into the mid-1870s, one of the main colors for buildings in the CP system was called "metallic", sometimes known as box car red or barn red. This color remained in use for engine houses, shops and many water tanks into the late 1890s. Depots, however, changed colors in the late 1870s to the 1880s to a two-tone green following by a gray/drab color from the late 1880s to late 1890s. Beginning in the early 1900s there was an intentional change to a Colonial Yellow with dark brown trim and medium green dipped shingles. The yellow color is what may still be seen on some former Southern Pacific (SP) buildings on the system. All of this varied from place to place on the system, but in general this was the color scheme sequence through time.[81]

The assumption of identity from the CP to the SP occurred over a long period of time. It was gradually submerged into the SP identity through the first half of the 20th Century but was not formally incorporated into the SP until June 30, 1959.[82]

In a reorganization of the SP in 1964 the Salt Lake Division was eliminated. The former division offices were moved to Sacramento and on October 25 it became part of the Sacramento Division, ending 95 years as a separate division dating to the railroad's inception in Utah. Competition and mergers in the corporate world, plus other factors, began to take a toll on the SP.

In 1988, the Southern Pacific Transportation Company (as it had come to be called sometime earlier) was purchased by Rio Grande Industries, owner of the Denver and Rio Grande Railway. The corporation was renamed Southern Pacific. This corporation maintained for a time, but the 1995 merger of Burlington Northern and Santa Fe to become BNSF, prompted the SP and UP to consider a competitive merger themselves. In 1996, the entire SP operation was sold to the Union Pacific Railroad, becoming a part of their long-time interchange partner and competitor.[83]

Pivotal Events on the Promontory Route

Two particularly important events in the history of the Promontory Route significantly affected the nature of its infrastructure and labor force. At its beginning, it was necessary to establish specialized stations along the route for large scale maintenance, refitting of locomotives and cars and other reasons. Terrace, only 30 miles from Nevada, was chosen by the CP to fill this need for locomotive maintenance primarily for its geographic position between two significant grades and the initial lack of access to a potential Ogden facilities site in 1869. The CP leased the last five miles of line into Ogden from the UP in an agreement finalized on November 17, 1869.

Decisions regarding a station and yard facilities in Ogden for both railroads were not worked out until 1874. The lack of movement on this prompting the CP to expand its shops in Terrace. It wasn't until after the CP made the decision to enlarge Terrace that development of facilities began in Ogden, in large part the result of the President of the LDS Church, Brigham Young, arranging for the donation of 131 acres of land for the purpose.[84] Terrace was a poor solution for rail facilities for the CP due to its isolation, being 123 miles west of the population center of Ogden and because water needed to be piped from springs 12 miles away. Eventually, in 1892, with the Ogden yard solidly in place, SP made the decision to move all its eastern division shops from Terrace to Ogden, leaving Terrace as only a division point and section station.[85]

The second important event, which adversely affected the entire route, was construction of what is known as the Lucin Cutoff. A crossing of the Great Salt Lake had been considered from the beginning of construction by both the UP and the CP, but the limited technology, and the need for expediency in getting the transcontinental completed, resulted in making the Promontory Summit route as the best solution. The construction of the original line through the Promontory Mountains was an imperfect choice. Curves were sharper than optimal, which limited the size and length of locomotives that could operate on the line and the grades were steep, requiring expensive helper engines at Terrace, Kelton, Promontory and Blue Creek. All of this restricted the speeds on the line, slowing both passenger and freight movements. In fact, during the Promontory Route abandonment proceedings in 1942 E. E. Grimes, SP Salt Lake Division Engineer, stated that these were the primary reasons that the Promontory Route in Utah was always a steam line and continued to use only light weight locomotives in the years after the Lucin Cutoff was constructed, not engines used on the SP standard main line operation. L. B. MacDonald, SP Vice-President of Operations, stated that the light track, sharp curves, and deteriorating condition of the line would not generally support locomotives and cars with a gross weight of over 80 tons.[86]

As early as the late 1890s, serious study was underway by the SP to consider how to cross the Great Salt Lake. Just before the turn-of-the century, E.H. Harriman, President of the Union Pacific, gained control of the Union Pacific. In 1901 he also assumed control of the Southern Pacific, including the Central Pacific Railway, and began a massive upgrading of the Transcontinental Route to make it a much more cost-effective transportation system. As part of a massive reconstruction effort, he ordered a lengthy trestle structure built across the northern end of the Great Salt Lake to shorten the distance, straighten the track and, especially, to lessen the costs associated with operating over the Promontory Mountains[87] (Figure 8).

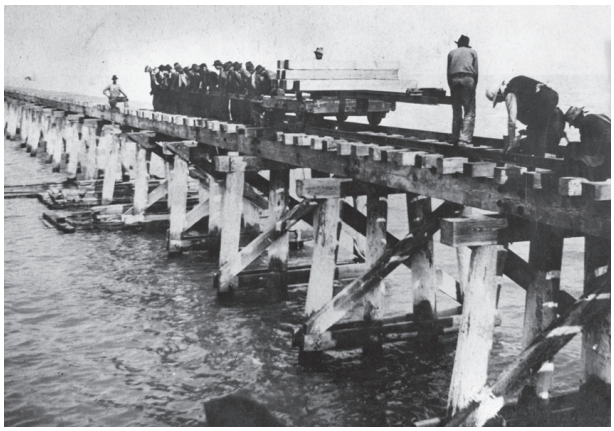


Figure 8: Workers on the Lucin Cutoff, ca. 1900. *Used by permission, Utah State Historical Society.*

The new line, called the "Lucin Cutoff", was completed on November 26, 1903, though freight traffic was not diverted from the old line until March 18, 1904 and passenger traffic was not changed until September 29, 1904.[88]

This new alignment essentially relegated the Promontory Route around the north arm of the Great Salt Lake to a branch line. Passenger traffic dropped to two daily mixed trains which

dwindled over time to a tri-weekly service, only between Corinne and Kelton. Freight traffic was only used to serve the needs of local ranchers, grain growers, beet farmers and miscellaneous industries. Over a period of a few months the infrastructure of the line began to change dramatically. All telegraph offices were eventually closed, personnel dramatically diminished, with many stations losing personnel entirely and relegated to use on an as-needed basis. Even track maintenance slowed. By 1942, there were only three maintenance crews on the line from Corinne to Watercress, a distance of 102 miles, totaling 11 men, including foremen and workers.[89]

Promontory Route after 1904

After the Lucin Cutoff was operational, the Promontory Route, or "Old Line" as it was often called, continued to act as a backup route in case of flooding along the lake route, shipments for wheat farmers and sheep ranchers and to service the still operative telegraph line. But many things changed. Even before the completion of the Lucin Cutoff the SP had eliminated use of its 30-mile line from Ogden to Corinne Junction. Old railroad buildings started to be auctioned to local ranchers and relocated to private homesteads (Figure 9 and 10). After the OSL had completed its railroad from Corinne to Malad City, the SP connected its Promontory Route onto the newly built OSL rail line to Brigham City. In part, this line used a one-and-a-half-mile portion of SP's Promontory Route. Through negotiations with OSL, SP took the opportunity to discontinue use of its line from Corinne Junction to Ogden by leasing operating rights over the OSL line from Ogden to Brigham City and west to Corinne. Service began using the OSL line in the summer of 1903.

Figure 9: Southern Pacific building moved to the settlement of Grouse Creek sometime after abandonment, this building is in the color scheme (Colonial Yellow) of the SP during this period, photo dates to 1985. *Used with permission of the Utah State University, Merrill-Cazier Library, Folklife Collection #21.*

Figure 10: Southern Pacific building in Montello, Nevada moved from a Utah Station, likely Terrace, around 1904 as part of the shift of railroad operations. *Photo by Mike Polk, 2016.*

The line still provided value for the region, however. The boom in wheat growing around Lampo, Promontory and Kosmo continued to provide considerable revenue on a seasonal basis. Sugar beet farming, which had begun in the area around the turn of the 20th Century, turned into the largest market for SP on the eastern end of the Promontory Route, around the stations of Stokes, Rochefort and Dathol. Added to this was livestock ranching of both cattle and sheep in western Box Elder County and several other industries which rose and fell during the early 20th century including potash mining at Kosmo and Asphalt mining near Rozel.

However, by the beginning of the Great Depression, decreased traffic on the route convinced the SP that the Promontory route, or at least a portion, needed to be eliminated from its system. In 1933, the railroad applied to the ICC to abandon the western 55 miles of the line, from Kelton to Lucin. Rail traffic had been dwindling for years. Between 1928 and 1930 only 5,161 tons of freight originated on the line equal to about 100 carloads. In contrast, several hundred carloads moved across the Lucin Cutoff daily at that time. Virtually all the freight originating from the Promontory Route came in the form of wheat from Kosmo, Promontory and, especially, Lampo, and particularly sugar beets noted earlier. The ICC ultimately denied SP's request in addition to a subsequent attempt.

In 1937, SP tried again, this time with the Public Service Commission of Utah, to abandon the once per week mixed train between Corinne and Lucin and the tri-weekly train between Corinne and Kelton. They indicated that in 1935 and 1937 no passengers used the trains between Kelton and Lucin.[90] In an order regarding SP's request, the Commission allowed the railroad to discontinue both freight and passenger trains on the 20 miles of track between Lucin and Watercress. It also concurred that SP could use "on-call" freight services on the 34 miles between Kelton and Watercress. However, it still required regular, scheduled service to be maintained on the 92 miles from Ogden to Kelton.[91] By this order Promontory retained railroad passenger service, at least for a while. Different combinations of freight and mixed trains operated over the route, in abbreviated form between 1937 and 1940. The last regularly scheduled passenger service on the line was a mixed train which ran from Ogden to Kelton, only on Wednesdays, from June 1939 to March 1940. After this, only "on call" freight service was available to shippers, but only on Wednesdays.[92]

In 1942, after the Depression had ended and the country had just entered WWII, SP once again went to the ICC for abandonment, this time of the entire line from Corinne to Lucin. They had the support of the Navy which wanted the rail for wartime use at the new Naval Ammunition Depot at Hawthorne, Nevada.[93] Hearings were conducted in Salt Lake City over two days in early May.[94] Aside from discussions about sugar beet shipments from near Corinne, asphalt from Rozel, and cattle from several stations, farmers and ranchers spoke about the amounts of grain that were shipped on the railroad from Lampo, Promontory and Kosmo. But despite arguments to the contrary, on June 11 the ICC approved abandonment of the Promontory Route from Dathol to Lucin, protecting the sugar beet loading facilities at Stokes, Rochefort and Dathol at the eastern end of the line for a time, at least.[95]

Undoubtedly, even before the decision was reached by the ICC, the SP had been approached by the Navy which had a great need for track construction at bases throughout the Western U.S. SP agreed and, during the first seven days of July 1942, the Hyman-Michaels Company of Chicago, which was awarded the salvage contract, removed approximately 7,586 gross tons of 62 lb. rail, 2,563 gross tons of 75 lb. rail, 2,235 gross tons of 76 lb. rail and 297 gross tons of other miscellaneous sized rails. This was in addition to the 2,167 gross tons of angle bars, spikes, bolts, tie plates, anti-creepers, and other metal track material.[96]

One of the more interesting aspects of the abandonment saga was the decision to hold an "Undriving of the Golden Spike" event. On September 8, 1942 about 200 people gathered at Promontory and, just as in 1869, with two locomotives, #311 and #319, provided by Hyman-Michaels, facing one another, a spike (not gold, but a bronzed railroad spike) was "undriven" from a tie by a claw bar. The dignitaries undriving the spike included Utah Governor Herbert B. Maw, E. C. Smith, Assistant to the President of the UP, and L. P. Hopkins, Division Superintendent of the SP.[97]

Promontory's Legacy

With the disappearance of the railroad in 1942, Promontory, Kelton, and all the small section stations remaining on the line, were abandoned, and slowly faded from memory. Only Corinne and, particularly, Ogden, the anchors of the eastern end of the line, remained viable communities. But, even before the abandonment of the railroad, there were people interested in remembering the event and the legacy of the line. Sometime well after the initial event, SP erected a sign in Promontory at the point of the joining of the rails. In 1916 a stone monument with a metal plate was erected in remembrance.[98]

Golden Spike Recognized

By the late 1940s, small re-enactments began to be carried out at the site by local citizens every May 10. In the 1950s, the Golden Spike Association continued to sponsor the celebration on a yearly basis, something the organization continues to the present day in coordination with the National Park Service.

In the 1950s the NPS began to show an interest in events such as this and seriously considered Golden Spike for historical interpretation as a nationally significant site.

On April 2, 1957 the Secretary of the Interior designated a seven-acre site around the spike site as a national historic site under authority of the Historic Sites Act of 1935.[99]

Pressure continued to be applied to Congress concerning the need for more recognition. Perhaps in recognition of this public interest, in 1964 the SP deeded the U.S. 730 acres of land including the Promontory townsite.[100] In 1965, with the centennial of the spike event approaching a bill was signed into law enlarging the land area deeded by the SP the year before and developing the site as "Golden Spike National Historic Site". More than a thousand additional acres were added over the next few decades.

Since that time, The John D. Dingell, Jr. Conservation, Management, and Recreation Act was signed into law on March 12, 2019, just prior to the Sesquicentennial celebration of the Driving of the Golden Spike at Promontory. As part of the law, it re-designated the Promontory site as "Golden Spike National Historical Park", raising its level of recognition and providing more resources to the park.[101] With Congress affirming its existence, it is hoped that the park will be better and more securely funded. In addition, it should provide funding and incentive for preservation efforts to increase protection and restoration of important elements of the property as well as expand outreach programs and help better interpret the history and importance of the Transcontinental Railroad to the public.

More Complete Recognition

By the end of the 20th century, the lands granted to the Central and Union Pacific in the 1860s-1870s along the Promontory Route were slowly and surely passed into the hands of the federal government. Besides the land donated by the SP and enlargement of the acreage for the new Golden Spike National Historic Site, the SP still controlled thousands of additional acres between Corinne and Lucin.[102] Finally, after nearly 130 years of control by railroad companies, 100 miles of the abandoned transcontinental railroad grade was deeded to the Bureau of Land Management (BLM) on April 7, 1992. The deed, signed by the Vice President and Secretary of the Southern Pacific Railroad, included the original 400-foot-wide corridor granted to the original companies.[103] Only two years later in 1994, the BLM formally announced the Transcontinental Railroad National Back Country Byway, complete with a celebratory two-day public-invited bike ride to dedicate this new addition to Utah's back roads.[104]

In addition to the creation of the Golden Spike National Historic Site, and its 15 miles of original railroad grade, the BLM listed the 87 miles west of Promontory to the National Register of Historic Places in 1987 and then another 13.5 miles east of Promontory to within 6 miles of Corinne in 1994.

[1] Michael R. Polk and Wendy Simmons Johnson, *From Lampo Junction to Rozel: The Archaeological History of the Transcontinental Railroad Across the Promontory Mountains.* GOSP Synthesis Report, Golden Spike National Historic Site, National Park Service (Ogden, Sagebrush Consultants, 2012), 34-38.

[2] Blake De Pastino, "Over 1,000 Ancient Stone Tools, Left by Great Basin Hunters, Found in Utah Desert", Western Digs, April 2, 2015 (updated December 31, 2015), online resource, http://westerndigs.org/over-1000-ancient-stone-tools-left-by-great-basin-hunters-found-in-utah-desert/.

[3] Robert M. Utley, *The National Survey of Historic Sites and Buildings, Special Report on Promontory Summit, Utah (Golden Spike National Historic Site)* (Santa Fe: United States Department of the Interior, National Park Service Region Three, 1960), 1.

[4] David Haward Bain, "Empire Express: Building the First Transcontinental Railroad, Viking Penguin, New York, 1999, 36.

[5] Ibid, 17.

[6] Utley, The National Survey of Historic Sites and Buildings…1960, 2.

[7] Sidnet Dillon, "Historic Moments: Driving the Last Spike of the Union Pacific," *Scribner's Magazine*, XII. August 1892, 254.

[8] Utley, *Special Report on Promontory Summit*, 3.

[9] Margaret Louise Brown, *Asa Whitney and His Pacific Railroad Publicity Campaign* (Cedar Rapids: Torch Press, 1933), 209-224); John Debo Galloway, *The First Transcontinental Railroad* (New York: Simmons-Boardman, 1950), 32.

[10] C. E. John Debo Galloway, *The First Transcontinental Railroad* (New York: Simmons-Boardman Publishing), 1950, 26-37.

[11] http://www.cprr.org/Museum/Pacific_RR_Surveys/ (Accessed 12-7-20). https://web.archive.org/web/20120308064723/http://www.philaprintshop.com/prrs.html (Accessed 12-7-20)

[12] Utley, *Special Report on Promontory Summit*, 11.

[13] Robert G. Athearn, *Union Pacific Country* (Chicago: Rand McNally & Company), 1971, 31; Utley, *Special Report on Promontory Summit*, 14.

[14] Robert E. Riegel, *The Story of Western Railroads* (New York, Macmillan Company, 1926), 75-76. Harry J. Carman and Charles H. Mueller, "The Contract and Finance Company of the Central Pacific Railroad", *Mississippi Historical Review* XIV, 1926: 326-341.

[15] Galloway, *The First Transcontinental Railroad*, 145-150.

[16] Galloway, *The First Transcontinental Railroad*, 160.

[17] Major General Grenville Dodge, *How We Built the Union Pacific Railway and Other Railway Papers and Addresses* (Washington, D.C. General Printing Office, 1910), https:/www.loc.gov/item/10035482 (accessed 2-3-21); Edwin L. Sabin, *Building the Pacific Railway* (Philadelphia: J.B. Lippincott Company, 1919), 236-240. George B. Grinnell, *The Fighting Cheyenne* (Norman: The University of Oklahoma Press, 1956), 263-268; John P. Davis, The Union Pacific Railway: A Study in Railway Politics, History, and Economics (Chicago: S. C. Griggs and Company, 1894), 141.

[18] Utley, *Special Report on Promontory Summit*, 34-35.

[19] Ibid. 18.

[20] The event was delayed until May 10 due to weather, bridge trouble on the UP line and a UP labor dispute.

[21] Nelson Smith Trottman. *History of the Union Pacific; a Financial and Economic Survey*, (New York: The Ronald Press, 1923), 64; Charles Edgar Ames, *Pioneering the Union Pacific: A Reappraisal of the Builders of the Railroad,* (Appleton-Century-Croft, New York) 1969, 317.

[22] *Trottman, History of the Union Pacific,* 64. The term "Promontory Point", while today only applicable to the very southern tip of the Promontory Range, was considered quite differently in 1869. Kyle Wyatt, former California State Railroad Museum Historian, states: *In usage of the day (1869) the whole Promontory Range appears to be commonly referred to as "Promontory Point". In this usage "Promontory Point" is a geographic feature (a short mountain range), not a geographic location (the tip of the range). In modern usage insistence on the "location" when discussing in the 1869 context is the error, since the 1869 context referred to the "feature". In 1869 "Promontory Point" is one of several correct ways for naming the junction of the CP and UP, along with "Promontory Summit" and "Promontory"* (Kyle Wyatt, personal communication with Michael Polk, January 16, 2021).

[23] It should be noted that at the time of construction of the railroad, rails were made of iron. Steel rails did not arrive on the Promontory line until the 1870s.

[24] Carla Homstad, Janene Caywood, and Peggy Nelson, *Cultural Landscape Report Golden Spike, National Historic Site, Box Elder County, Utah. Cultural Resources Selections No. 16,* (Denver: Intermountain Region, National Park Service, 2000), 19.

[25] James McCague, *Moguls and Iron Men: The Story of the First Transcontinental Railroad* (New York: Harper and Row, 1964), 117.

[26] George Kraus, *High Road to Promontory: Building the Central Pacific Across the High Sierra* (New York: Castle Books, 1969), 51-52.

[27] Michael R. Polk, Interpreting Chinese Worker Camps on the Transcontinental Railroad at Promontory Summit, Utah, *Historical Archaeology* 49(1): 59-70, 2015, 64; Michael R. Polk and Wendy Simmons Johnson, *From Lampo Junction to Rozel: The Archaeological History of the Transcontinental Railroad across the Promontory Mountains,Utah,* GOSP Synthesis Report, Golden Spike National Historic Site, National Park Service, Promontory, UT, 2012. https://dl.mospace.umsystem.edu/umsl/islandora/object/umsl%3A288236#page/52/mode/2up (Accessed 12-7-20).

[28] Charles Edgar Ames, *Pioneering the Union Pacific: A Reappraisal of the Builders of the Railroad.* Appleton-Century-Crofts, New York, 1969, 321-322.

[29] "First Greeting", San Francisco Examiner, May 8, 1869; also, *Daily Alta California,* From the Front, Third Dispatch. May 8, 1869.

[30] Paul Rigdan, *Historical Catalogue: Union Pacific Historical Museum* (Omaha: Western Heritage Museum, 1951), 1480-1481.

[31] Ibid, 1481.

[32] Clarence A. Reeder Jr., "The History of Utah's Railroad 1869-1883", Ph.D. Dissertation, (Salt Lake City: University of Utah, Department of History, 1970), 30-32. https://utahrails.net/reeder/reeder-index.php (accessed 2-20-21); *Deseret News,* "Brigham Young Assigns Railroad Contracts," July 29, 1868.

[33] It should also be noted that the CP wanted to ensure that they had an opportunity to access Idaho traffic for their line which would have been blocked by use of the southern alternative and providing UP better potential access to that state. This, indeed, played out for the CP, at least for a time, by extensive wagon traffic that flowed from railheads at Kelton to Boise, Idaho and from Corinne to mines in Idaho and Montana.

[34] Reeder, *History of Utah's Railroad,* 45.

[35] *Deseret News*, "Mormon Contractors to Prepare Railroad Bed to Monument Point," November 25, 1868.

[36] *Deseret News,* "Lorenzo Snow also holds Railroad Contract," December 16, 1868.

[37] *Salt Lake Daily Telegraph,* "Construction Camps near Promontory Described," April 13, 1869.

[38] Utley, *Special Report on Promontory Summit,* 43.

[39] Sabin, *Building the Pacific Railway,* 293-295. In addition to Stanford's foresight, the CP held a stronger position than the UP because, unlike the UP, the CP's projected route to Ogden had Federal approval which prevented the UP from collecting Federal subsidies for the portion of the route from Ogden to Promontory.

[40] Utley, *Special Report on Promontory Summit,* 46.

[41] *Salt Lake Daily Telegraph,* "Union Pacific Arrives," March 8, 1869; Salt Lake Daily Telegraph, "Union Pacific Arrives," March 15, 1869.

[42] *Deseret Evening News,* "First-hand Account of Activity between Corinne and Junction City," March 25, 1869.

[43] George T. Clark, Leland Stanford, *War Governor of California Railroad Builder and Founder of Stanford University* (California: Stanford University Press, 1931), 2.

[44] Ames, *Pioneering the Union Pacific,* 371.

[45] Ibid, 336; Anan Raymond and Richard Fike, Rails East to Promontory: The Utah Stations. Bureau of Land Management, Cultural Resource Series, No. 8, (Salt Lake City: Bureau of Land Management Utah State Office, 1981), 122.

[46] "First Greeting", *San Francisco Examiner,* May 8, 1869.

[47] Ames, *Pioneering the Union Pacific,* 335.

[48] Letters from Collis P. Huntington to Mark Hopkins, Leland Stanford, Charles Crocker, and E.B. Crocker, from August 5, 1860, to March 26, 1873, Collis Potter Huntington Papers, Letterpress copybooks, Central Pacific Railroad, Volume 2 May 7, 1869-Jan. 19, 1870, Special Collections Research Center, Syracuse University, Syracuse, New York.; *Stockton Independent,* December 4, 1869; *Stockton Independent,* December 6, 1869.

[49] Michael R. Polk, Christopher W. Merritt, and Kenneth P. Cannon, *Chinese Workers at Central Pacific Railroad Section Station Camps,* 1870-1900. Web Exclusive Essay, Stanford University Chinese Railroad Workers of North America Project. Stanford, California. https://web.stanford.edu/group/chineserailroad/cgi-bin/website/wp-content/uploads/2019/05/Chinese_Workers_at_CPR_Section_Station_Camps_Polk_Merritt_Cannon.pdf, Footnote 11.

[50] Southern Pacific Company, Bridge Inspection Book (San Francisco: Southern Pacific Engineering Department, 1920), 250-255.

[51] Athearn, *Union Pacific Country,* 115.

[52] U. S. Congress, House of Representatives, Letter from the Secretary of the Interior, Condition of the Union Pacific Railroad, Report prepared by Isaac N. Morris, 44th Congress, 1st Session, Executive Document 180 (Washington: Government Printing Office, 1876), 7.

[53] Ames, *Pioneering the Union Pacific,* 1969.

[54] John H. White, *The American Railroad Freight Car.* (Baltimore: The Johns Hopkins University Press, 1993). 1993; *The American Railroad Passenger Car.* (Baltimore: The John Hopkins University Press, 1978).

[55] Albert J. Churella, *The Pennsylvania Railroad, Volume 1, Building an Empire, 1846-1917,* (*Philadelphia:* University of Pennsylvania Press, 2013).

[56] Gabriel Kolko, *Railroads and Regulations, 1877-1916,* (Princeton, New Jersey: Princeton University Press, 1965). From Michael R. Polk, Railroads and the Historic Resources to Understand Their Significance, (Paper presented at the 2021 Society for Historical Archaeology, Virtual Conference, January 8, 2021).

[57] White, *The American Railroad Freight Car,* 16.

[58] David Haward Bain, *Empire Express: Building the First Transcontinental Railroad* (New York: Penguin Putnam, Inc., 1999), 207-208.

[59] Personal Communication between Kyle Wyatt and senior author, January 2021.

[60] Howard Bain, *Empire Express,* 1999, 209; 44th Congress, Second Session. Senate. Report No. 689. Report of the Joint Special Committee To Investigate Chinese Immigration, (Washington: Government Printing Office, 1877).

[61] Ryan Dearinger, *The Filth of Progress: Immigrants, Americans, and the Buildings of Canals and Railroads in the West* (Oakland: University of California Press, 2016), 40.

[62] George Kraus, *High Road to Promontory: Building the Central Pacific Across the High Sierra,* (New York: Castle Books, 1969), 51-52.

[63] *Frank Leslie's Illustrated Newspaper,* Across the Continent, The Frank Leslie Excursion to the Pacific. From Winnemucca to the "Sink of the Humboldt", Vol. XLV, No. 1,164, January 19, 1878, 343. https://www.google.com/books/edition/Leslie_s/0UFaAAAAYAAJ?hl=en&gbpv=1&dq=Frank+Leslie%E2%80%99s+Illustrated+Newspaper,+Across+the+Continent,+The+Frank+Leslie+Excursion+to+the+Pacific.+From+Winnemucca+to+the+%E2%80%9CSink+of+the+Humboldt%E2%80%9D,&pg=PA337&printsec=frontcover (accessed 2-22-21).

[64] Personal Communication, Kyle Wyatt to Michael Polk, January 31, 2021.

[65] *Central Pacific Railroad, Nevada and Utah Station Plan Book, ca. 1880s, MS79, Central Pacific Railroad Collection, RG 3, Land Department Records* (San Francisco: California State Railroad Museum Library, 1983), 104-105. The terms "China Section House" and "China Cookhouse" and similar monikers were further verified in usage by the Central Pacific in court documents. Specifically: Charles C. Nott and Archibald Hopkins, "Cases Decided in the Court of Claims at the Term of 1890-'91 with abstracts of Decisions of the Supreme Court in Appealed Cases from October 1890 to May 1891, Volume XXVI" (Washington, 1892). 109-119. https://www.google.com/books/edition/Cases_Decided_in_the_Court_of_Claims_of/Gv8bAQAAMAAJ?hl=en&gbpv=1 (accessed 11-15-20).

[66] Michael R. Polk, Christopher W. Merritt, and Kenneth P. Cannon, *Chinese Workers at Central Pacific Railroad Section Station Camps,* 1870-1900. Web Exclusive Essay, Stanford University Chinese Railroad Workers of North America Project. https://web.stanford.edu/group/chineserailroad/cgi-bin/website/wp-content/uploads/2019/05/Chinese_Workers_at_CPR_Section_Station_Camps_Polk_Merritt_Cannon.pdf (Accessed 10-26-20).

[67] The number of crew occupying company housing was probably entirely intentional. It mimicked the gang size that Chinese workers seemed comfortable with during construction and that has been documented several times in literature about Chinese workers on Central Pacific construction of the Transcontinental. For example see: Michael Polk, *Ethnic Chinese at Central Pacific Railroad Maintenance Camps,* Society for Historical Archaeology Conference, Seattle, 2015, 3-4. https://www.researchgate.net/publication/344114154_Ethnic_Chinese_at_Central_Pacific_Railroad_Maintenance_Camps (Accessed 12-7-20); Victor Goodwin, Transportation, In: *Nevada's Northeast Frontier,* by Edna B. Patterson, Louise A Ulph, and Victor Goodwin, (Reno: University of Nevada, 1991), 182-184; Kraus, *High Road to Promontory,* 217; Lynn Rogers, *Making Camp Chinese Style: The Archaeology of a V&T Railroad Graders' Camp,* Carson City, Nevada, Archaeological Research Services, Virginia City, Nevada, 2007, 25.

[68] Michael R. Polk, Post-Construction Chinese Worker Housing on the Central Pacific Railroad: 1870-1900. Paper presented at the Conference on Historical and Underwater Archaeology, Omni Fort Worth Hotel, Fort Worth, Texas, January 4-8, 2017, 6. https://www.researchgate.net/publication/344118779_Post-Construction_Chinese_Worker_Housing_on_the_Central_Pacific_Railroad_1870-1900 (accessed 2-22-21) and Ann S. Polk and Michael R. Polk, 19th Century Chinese Railroad Worker Habitation Structures on the Central Pacific Railroad, Society for Historical Archaeology Conference, Boston, 2020. https://www.researchgate.net/publication/349850479_19th_Century_Chinese_Railroad_Worker_Habitation_Structures_on_the_Central_Pacific_Railroad (accessed 3-6-21). Also, see further discussion of archaeological information about the bunkhouse structure in the Matlin Station chapter.

[69] Pamela S. Perlich. *Utah Minorities: The Story Told by 150 Years of Census Data* (Salt Lake City: Bureau of Economic and Business Research, University of Utah, 2002), 13. The effects of the Exclusion Act legislation was significant in Utah, as elsewhere in the country. During the early 1900s, Chinese population numbers dwindled down to 371 in Utah in 1910, 342 in 1920 and 1930, and finally, to the lowest number of 228 in 1940. https://gardner.utah.edu/bebr/Documents/studies/Utah_Minorities.pdf (Accessed 10-23-20).

[70] *Deseret Evening News,* "Chinese in Three States", January 8, 1904, p. 5. Another interesting report that casts light on the census of 1900 was a newspaper article in 1900 describing a proclamation by Ho Yow, Imperial Consul General in San Francisco. Mr. Yow advised Chinese people in the US that they should feel free to answer the census questions. In the past Chinese were often afraid to participate. This proclamation was adopted by the US Census Bureau and made part of each State's census program (*Salt Lake Herald Republican,* "To Take the Census", May 5, 1900, p. 9).

[71] It should be noted that all laborer numbers shown for Lucin were not all based at Lucin. The "Lucin Precinct" census unit included several smaller railroad section stations to the east in its total than just Lucin itself. See the Lucin Station history for a more in-depth discussion of this issue.

[72] It should be noted that the five "day laborers" at Terrace in 1900 and at least a portion of the 26 in Corinne (perhaps 10) were almost certainly railroad laborers who were not identified as such in the census. These men would have increased the labor pool total for 1900 to, perhaps 85.

[73] *The Automotor and Horseless Vehicle Journal,* "Notes of the Month", Vol. 1, No. 3, 1896: 103. https://archive.org/details/TheAutomotorJournal1896ToSeptember1898/page/n109/mode/2up (Accessed 9-19-20).

[74] Central Pacific Railroad Company, *By-Laws of the Central Pacific Railroad Company of California,* 1861.

[75] Don L. Hofsommer, *The Southern Pacific,* 1901-1985 (College Station: Texas A&M University Press, 1986), 4.

[76] Ibid, 7.

[77] Utahrails.net/sp/sp-corp-hist.php, UP-SP *Merger and Unmerger,* 1904-1913. (Accessed January 30, 2021).

[78] Treasury Department, May 7, 1878, 20 Stat. 56.

[79] The Central R.R. v. The United States, 1891, 623.

[80] Charles C. Nott and Archibald Hopkins, (Washington, 1892). 109-119. https://www.google.com/books/edition/Cases_Decided_in_the_Court_of_Claims_of/Gv8bAQAAMAAJ?hl=en&gbpv=1 (accessed 11-15-20).

[81] Kevin Bunker, avocational historian email message to authors, September 4, 2020; Kyle Wyatt, retired historian curator of the California State Railroad Museum, email message to authors, September 3 and December 28, 2020; Randy Hees, Director of Nevada State Railroad, email message to authors September 3, 2020.

[82] David F. Myrick, *Refinancing and Rebuilding the Central Pacific 1899-1910. Golden Spike Symposium,* May 6-7 (Salt Lake City, 1969), 113.

[83] John R. Signor, *Southern Pacific's Salt Lake Division* (Berkeley: Signature Press, 2007), 361, 447.

[84] Ibid, 55.

[85] Signor, *Southern Pacific's Salt Lake,* 49. Don Strack, *Ogden Rails: A History of Railroading at the Crossroads of the West* (Cheyenne: Union Pacific Historical Society, 2005), 115.

[86] Interstate Commerce Commission, Finance No. 13655, Finance Docket 9791, 212 ICC 402, Central Pacific Railway Company et. al. Abandonment (120.78 miles of Promontory Branch). June 11, 1942 (Salt Lake City), 27, 123.

[87] George Kennan, *E.H. Harriman, A Bibliography* (Boston: Houghton Mifflin Company, 1922), 242, 246-247.

[88] Myrick, David F. Railroads of Nevada and Eastern California, Volume One: The Northern Roads (Berkeley: Howell North Books, 1962), 37.

[89] Interstate Commerce Commission 1942, 110-111. Also, see Terrace Chapter for more detail about the effects of the Lucin cutoff construction on the Promontory line.

[90] Signor, *Southern Pacific's Salt Lake,* 205-206.

[91] Ibid, 207.

[92] Ibid, 209.

[93] Ibid, 211.

[94] Interstate Commerce Commission 1942, 110-111.

[95] *Traffic World,* "Notice of ICC decision about abandonment of Promontory Line," June 20, 1942.

[96] *Railway Age,* "Navy Gets Rail from 116 Miles of Historic Line," February 20, 1943:398-399.

[97] David H. Mann, "The Undriving of the Golden Spike", Utah Historical Quarterly 1969, Vol. 37 No. 1: 134.

[98] Richard V. Francaviglia, *Over the Range: A History of the Promontory Summit Route of the Pacific Railroad,* (Logan: Utah State University Press, 2008), 218. https://muse.jhu.edu/book/7312 (accessed 2-25-21); https://babel.hathitrust.org/cgi/pt?id=usu.39060017131599&view=1up&seq=2 (accessed 2-25-21).

[99] Homstad, Caywood and Nelson, *Cultural Landscape Report,* 69.

[100] *Davis County Clipper,* "Southern Pacific Gives Land for Golden Spike Site," March 27, 1964.

[101] Cornell Law School Legal Information Institute. *16 U.S. Code 410cccc-3 – Golden Spike National Historic Park,* https://www.law.cornell.edu/uscode/text/16/410cccc-3, (accessed 3-28-21)."

[102] *Box Elder Journal,* "Moss Introduces Bill to Expand Spike Site," January 7, 1965, 1.

[103] *Park Record,* "Southern Pacific Deeds Railroad to BLM," May 14, 1965, 22.

[104] *Park Record,* "New Byway to Open with Bike Ride," May 5, 1994, 35.

Towns, section stations, and sidings, were all critical components of the Transcontinental Railroad. Taken individually each held a seemingly insignificant place in a vast, often featureless, landscape. But they were bound together by an unprecedented transportation system, by an infrastructure that formed the backbone of the railroad.

According to the Oxford Dictionary, "infrastructure" can be defined as: the basic physical and organizational structures and facilities (e.g., buildings, roads, and power supplies) needed for the operation of a society or an enterprise. In the present context the "enterprise" is the Transcontinental Railroad. The physical facilities comprising the Transcontinental Railroad are the grade (including rails and crossties), water supply features, trestles, and culverts.

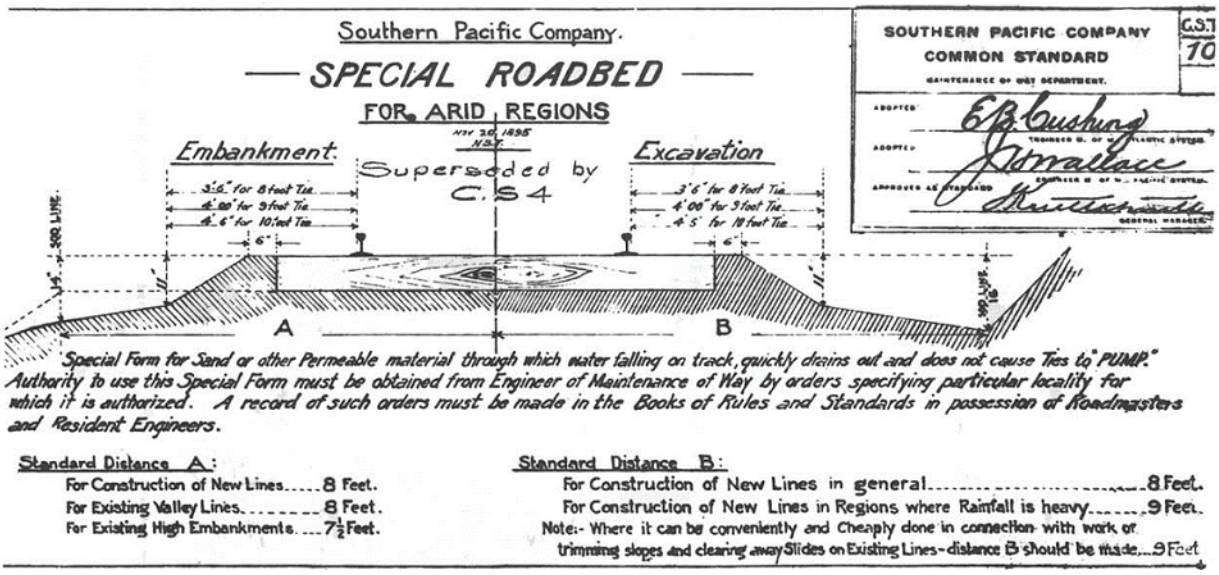
Without "infrastructure" the Transcontinental Railroad would have remained little more than a grand dream in the mind of a handful of well-heeled entrepreneurs. The grade provided the physical connection between east and west, and among the various towns and sidings along its course. The uneven terrain required trestles to traverse, and culverts of many sizes and configurations were needed to manage drainage so that water run-off would not threaten the integrity of the grade.

The Grade

An elemental component of infrastructure is the grade upon which the rails are laid. As it is used here "grade" refers to the engineered surface that is home to the rails and crossties comprising what we think of as "the railroad."

In most cases the grade is an earthen berm of standardized configuration (Figure 11). In other cases, the grade is the surface of a "cut" prepared by digging through high spots in local

Figure 11: Special Roadbed for Arid Regions. Southern Pacific Company Common Standard 1895, *Southern Pacific Engineering Department, San Francisco*

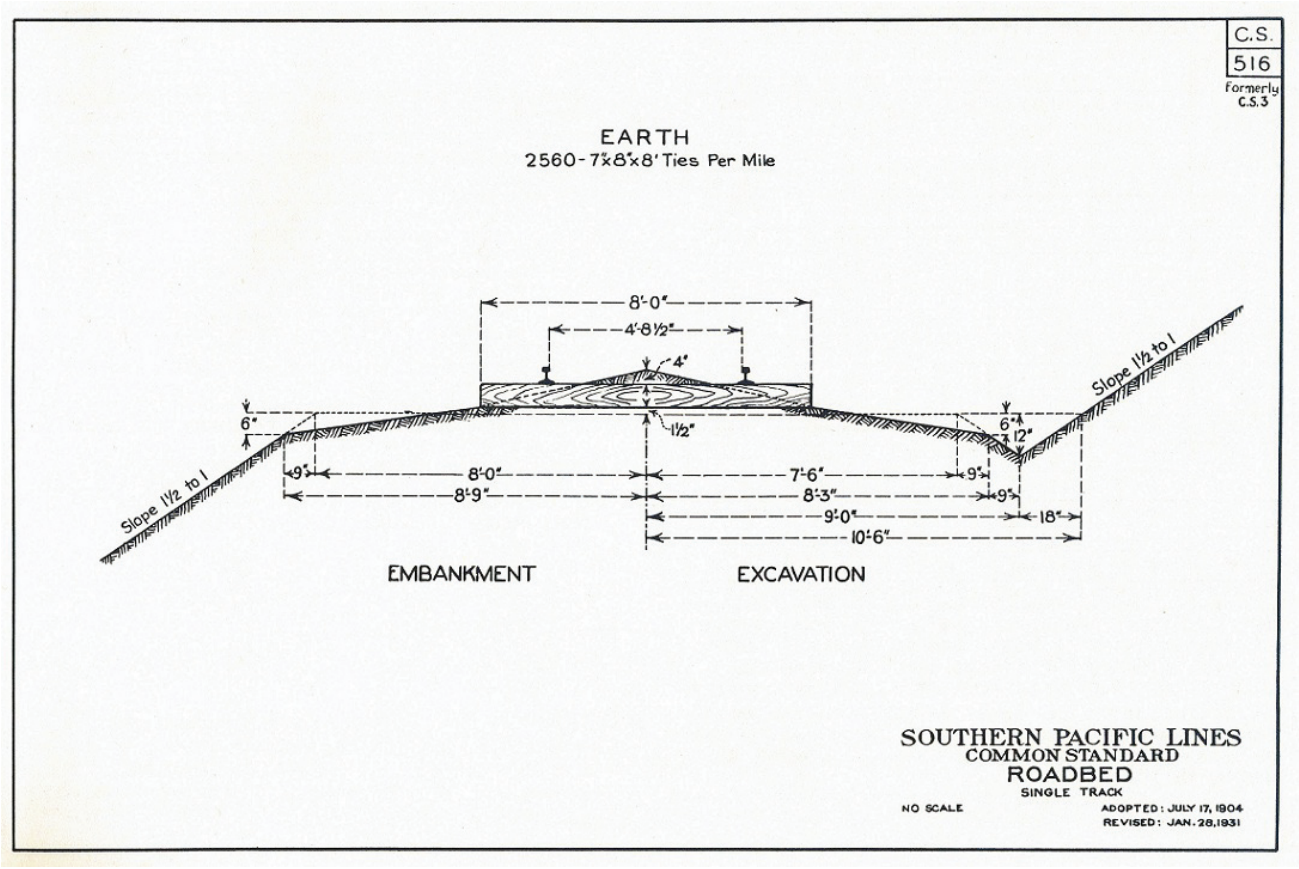


topography. These modifications of local landforms were a necessary accommodation to the needs of railroads, a smooth path with a low grade and shallow curves. Topographic conditions along portions of the route made this quite a challenging enterprise.

In the case of the CP, there is limited knowledge about the choices made in the roadbed type in the early years of operation. Figure 11 may or may not be the standard used on the Promontory Route before 1904. At present, it is the best information that we have and does represent earthen ballast standards that had been developed within the Huntington era (before the SP President's death in 1900 and the takeover of the SP by Harriman in 1901).

Several photographs of the line in the 1870s, 1880s and 1890s (not within yards, those grades were often flat, not representative of the open road) suggest that this was the pattern followed.[1] It almost certainly continued after this time as well, especially as the Promontory Route lost its preeminence as the mainline and there was significantly less traffic. A later Common Standard profile of the Southern Pacific adopted in 1904 and revised in 1931 shows a similar type of earthen roadway ballasting continuing to be used (Figure 12). A real-world example of the use of earthen ballast can be seen in a 1935

Figure 12: CS-3 as CS-516 Roadbed, Earth, Adopted July 17, 1904; Revised January 28, 1931. *From: Southern Pacific Engineering Department. San Francisco*



photograph of a locomotive taking on water at Blue Creek. Earthen ballast can be seen extending from the center of the tracks over and around the ends of ties.[2]

Railroads, in general, attempt to minimize grades on their routes requiring prepared surfaces constructed within very narrow tolerances regarding changes in elevation. Costs rise on steeper grades for engineering, construction as well as for engines pulling heavy freight trains. Typical rail line grades do not exceed 2% or 3% for two basic reasons. One, the simple reason that most locomotives do not have sufficient power to pull a fully loaded train up a steeper grade and, ultimately, one reaches the capability of steel wheels on steel rail to maintain traction. Secondly, costs increase with grade as does the time it takes for trains to traverse such terrain.

When viewing long expanses of grade on the Promontory Route, the impact of this constraint on grade construction becomes painfully obvious. One such location lies between Matlin and Ombey. The grade makes a wide swing around a shallow basin that is several miles across. It is clear to the naked eye that a path directly across the basin would be shorter and, theoretically, more economical. However, upon closer examination it is evident that such a path would have exceeded the grade limitations of the locomotives. It was more practical and cost effective to engineer the grade to accommodate the power limitations of the locomotives. This same situation occurred when engineers chose a route from Blue Creek to Promontory.

Figure 13: Dove, or historically known as Duff, Creek Fill, east of Matlin. *Photo by Elizabeth Hora, Utah State History, 2018.*

Cuts and Fills

A number of options existed for the builders of the grade to modify the physical configuration of the landscape so that the locomotives could effectively traverse the rail line. The most common forms of "landscape engineering" were "cuts" and "fills". Cuts were employed when stretches of high ground and hills were encountered that could not be avoided. These cuts were created throughout the Promontory Route with the largest found at Peplin. The Peplin Cut is about a quarter mile long and 40 feet from top to bottom at its deepest point.

Fills were typically employed where low spots occurred that were not amenable to bridging. These low spots were literally filled with local deposits to bring them up the nominal level of the built railroad grade. The fills were usually from adjacent "cuts" and as often as possible, the railroad tried to balance the amount of material removed from cuts for use in nearby "fills". As with cuts, the Promontory Branch is home to many fills. The two most striking examples of fills are found at the "Big Fill" east of Promontory Summit, and at Dove (Duff) Creek (Figure 13).

The "Big Fill" is the most spectacular railroad construction feature on the Promontory Route. To avoid blasting an 800 ft tunnel through mountainous terrain, the CP hired the contracting firm Benson, Farr, & West to construct a fill feature across a wide chasm. Beginning in February 1869 the firm used 500 workers and 10,000 cubic yards of material to build a berm for the railroad that was 500 ft long and up to 70 ft deep. It was completed on April 26.[3] It is still visible today within the Golden Spike National Historical Park.[4]

The Dove Creek Fill was built to traverse a large, intermittent, drainage. The feature is roughly 300 feet long, with a maximum depth of 40 to 50 feet, and 30 to 40 feet wide at the base. The borrow pits used to construct the Dove Creek fill are still visible adjacent to the grade. Both cuts and fills represented considerable expenditures of time and labor but were extremely effective at solving the problems their use was intended to address.

Trestles and Culverts

A trestle is a type of bridge comprised of one, or a series of short spans set atop bents or piles supporting a flat table upon which the rails are laid. Trestles can vary greatly in both length and height, from small bridges over streams to long, low structures stepping across wide bodies of water, to massive frameworks crossing deep valleys. Typically, a trestle, unlike other types of bridges, lack superstructure (structural elements above the surface of the track).

Most of the trestles completed during the initial phase of railroad construction were rebuilt in the years following completion of the railroad in 1869. The railroad companies received support from the Federal government for each mile of completed rail line. The motivation was to finish as many miles as possible to maximize fiscal return. At least some of the UP's first generation of trestles east of Promontory were completed in an expedient fashion using locally procured wood such as juniper. These structures were substantial enough to carry limited train traffic associated with the construction effort and for a few years beyond, but not for extended use by heavily laden freight/passenger trains. The second generation of these trestles which were erected after acquisition of the Promontory to Ogden portion of the line in late 1869, were more carefully engineered, and used sawn beams and bents from wood of stronger and larger trees. These trees included pine and Douglas fir from the Sierra Nevada Mountains and Coast Redwood from northwestern California. These structures were constructed to carry heavier loads. While none of the first-generation trestles remain, it is interesting to note that some of the bents used to support those structures are still visible under at least one of the replacement trestles.[5] On the west side of Promontory where the CP undertook original construction, there is no similar evidence of use of local wood for structures.

A culvert is a small channel that allows water to flow under a road, railroad, trail, or similar obstruction from one side to the other. Typically embedded, surrounded by soil, a culvert may be made from a metal pipe, reinforced concrete, masonry stone, wood, or other material. Culverts incorporated in the Promontory Branch of the Transcontinental Railroad were built from wood and/or dressed or undressed stone. The culverts found along the Promontory Branch vary greatly in size and structure.

Water

In the desert west water has always been a primary limiting factor to commercial and industrial development, as well as to settlement. With the construction of the Transcontinental Railroad the limitations to all of these had to be actively embraced and overcome. Supplying this critical resource to the towns and stations along the Transcontinental Railroad required infrastructure that is often overlooked in discussions of railroad construction and maintenance.

Water is essential for human settlement and habitation. It is required for drinking and food preparation. It is required for personal hygiene. In larger communities, such as Kelton and Terrace, water is required for gardening that almost certainly provided much needed vegetable variety to an otherwise monotonous diet. In the absence of adequate water supplies the maintenance of towns and section stations would have been virtually impossible. To sustain the people needed to build and maintain the railroad ways had to be found to keep them well-watered. In the desert west in general, and northern Utah in particular, this is no small task.

Locomotives of the 19th century were powered by steam. A steam locomotive required fuel, originally either wood or coal, and later, oil. But the other essential element was water. The fuel is burned creating heat which then converts the water into steam that is harnessed in the engine to produce power. Locomotives were able to carry suitable quantities of fuel in a tender car attached to the rear of the engine. The water requirement, however, created a different set of problems. Enormous quantities of water were needed to supply adequate power to the steam engines of the day. Simply put, the trains could not carry enough water to be self-sustaining.

There were two stations that had an adequate water supply for engines: Corinne with the Bear River and Ogden with the Ogden and Weber rivers. For those stations with an absence of locally available water resources, the only way to meet the water needs of thirsty people and thirsty steam engines was to transport it from a primary source to the point of consumption. The railroad accomplished this task in two ways: 1) construction of waterlines that could fill stationary water tanks, 2) transport of water from a source in tank cars to stationary water tanks alongside the tracks.

The CP chose six station locations where aqueducts were constructed to provide water for locomotives and the needs of people living there. These stations included Lucin, Watercress, Terrace, Kelton, Blue Creek, and Kolmar. The best documentation pertains to Kelton, Lucin, Terrace, Kolmar, and Blue Creek. At one of the stations, Lucin, CP met the need of fresh water by having construction crews build a five-mile-long buried pipeline from natural springs in the Pilot Range Mountains, located to the south of Lucin.

Terrace had even greater water needs. In addition to the water required by the railroad to power trains and the maintenance activities conducted there, the general population supporting those efforts needed water. Historic photographs of Terrace show ornamental trees surrounding the Depot and Hotel. Given normal precipitation patterns, these trees would have had to be watered on a regular basis or they would perish. The Athenium (library) at Terrace, located immediately south of the Depot and east of the Roundhouse, contained a bathhouse. A bathhouse serving a community as large as Terrace would have required substantial quantities of water. The company met this need by building a 12-mile aqueduct from springs in the Grouse Creek Mountains, located to the north of Terrace.

Water tanks were employed to meet the immediate needs of steam-powered engines. As noted earlier, locomotives of the 19th century could carry adequate amounts of wood and coal to provide fuel for extended periods of operation. This was not the case for water. The amount of water needed to power the engines was simply too heavy and too bulky for the trains to carry in addition to freight and passengers. Consequently, water was stored in large tanks spaced at regular intervals along the rail line. These tanks were supplied by waterlines like those described above, or by trains devoted to water transport. Beginning in 1869, these tanks held either 10, 300 gallons (4 tubs) or 20, 600 gallons (8 tubs).[6] Over time, tanks increased in size so that, by the 1880s, a number held as much as 50,000 gallons. This included Blue Creek, Kelton, Ogden and Terrace. Both Ogden and Terrace had water tanks holding 50,400 gallons; the redwood clad structure enclosing the tank at Terrace was 27 ft by 27 ft in size.[7]

More information on the water pipelines and water tanks used on the Promontory Route are spread throughout the History and individual Station chapters.

A Modern Accounting:
Trestles and Culverts

In the previous section we briefly described the efforts to bring water to the trains and people of northwestern Utah's railroad towns, but a second water-related need was to avoid water where it was not wanted. Trestles and culverts are those engineering efforts which allow water to pass through the railroad grade without affectingits construction. When you travel the railroad, you will see a number of these wooden or stone engineering features, which were of critical importance to the railroad's safe operation for over 70 years.

The Bureau of Land Management is required by federal legislation to identify, evaluate, and protect cultural resources on their managed lands. In an effort to comply with those requirements the Salt Lake Field Office of the Bureau of Land Management commissioned Cannon Heritage Consultants (CHC) to complete a comprehensive inventory of architectural features associated with a portion of the Promontory Branch of the Central Pacific Railroad grade (CPRR) in Box Elder County, Utah.[8] Much of the following discussion of specific infrastructure is drawn from the report on that inventory in addition to infrastructure standards developed for the CP/SP.[9] CHC focused on 90 miles of the CPRR from Lucin to Golden Spike National Historical Park, and identified all engineering features such as culverts, trestles and bridges. All features were located employing GPS technology and photo-documentation. Following initial inspection each feature was assessed using an array of quantitative and qualitative measures and terminology consistent with that of the SP Engineering Department. They are summarized in Table 8 on page 54.

This effort is important to provide a baseline on conditions for these features so that resources can be prioritized for their protection and stabilization. Results of this survey are included in Table 9.

Feature Type	Qualitative	Quantitative
Wooden Culvert	Type (Box, Stave, etc.) Design elements Presence/Absence of wings Wing design Condition Associated hardware (i. e. square nails)	Culvert Length (opening top opening) Box internal dimensions Lumber dimensions Perpendicular length of apron/wings Distance between wings at opening Maximum distance between wings
Stone Box Culvert	Masonry type Stone finish type Condition	Culvert length (face to face) Box internal dimensions Distance across exposed face Location of opening centerline relative to face Number of stone courses Overall height above ground surface
Stone Open Deck Culvert	Masonry type Presence/absence stone finish Presence/absence deck Deck components	Wall length (maximum) Wall height (maximum) Distance between walls Number of stone courses Stringer dimensions Tie dimensions
Trestle	Bulkhead type/design Bent type Presence/absence of deck Stringer assembly type Tie modifications Addition of deck boards	Length (bulkhead to bulkhead) Height above ground (bottom of stringer) Lumber dimensions Number of Bents Bulkhead width Winged bulkhead, distance receding Number of ties

Table 8: Measures used when documenting trestles and culverts along the Utah Promontory Route by Houston, et. al. 2018.

(Reprinted from Martin et al. 2018:11)

Type	Sub-Type	Count
Trestles	Single Span	37
	Multi-Span	6
Culverts	Wood Box	56
	Wood Stave	7
	Stone Box	29
	Open Deck	18
Other	Badly Damaged/Unrecognizable	11
	Total	164

Table 9: Count of identified features along the Promontory Route in Utah, Adapted from Houston et al. 2018.

Trestles

Timber trestles fall into one of two groups. **Pile Trestles** consist of groups of (often) tied together, driven round poles supporting the track structure above it, and **Frame Trestles**, which are composed of square sawn timber bents, supported at the base by a constructed foundation. The bents along with a cap beam, in turn, support the track structure. The foundation of this framed unit can be made of driven piles, or possibly masonry, concrete, or other materials.[10]

In a more basic way, wooden trestles were made from four main components, the vertical supports or bents (sawn timbers or round poles), a cap that rests on top of the bents, the stringers and floorboards for the deck, and then bulkheads that connected to the grade on either end.[11] Cannon Heritage Consultants identified and documented 43 open deck trestles during their inventory, with single span as the primary type (37) and multi-span or trestlework bridges as relatively uncommon (6) but perhaps the most visually striking. The difference between these types of trestles is length, as standard single spans are 32 ft long, so multi-span bridges needed multiple pieces of wood to span the gap, and additional upright supports, or bents. Single span bridges spanned an average of 18 ft while the multi-span averaged 50 ft in length. Bents for the large multi-span trestles were driven into the ground, and the tallest identified by the survey was 15 ft above ground surface, meaning the bents are considerably longer (Figure 14 and 15).[12]

What is remarkable about the bents is their depth below the surface. In some locations along the Promontory Branch erosion has exposed the full height of trestle bents. One trestle exhibited bents approximately 15 feet high, and decay of the buried portions of the bents indicated quite clearly that only three to four feet was exposed above ground as originally constructed. This suggests that the bents supporting trestles were deeply buried and required considerable effort to put in place. It should also be noted that framed trestles are often supported by an underlying set of piles.

Figure 14: Multiple span trestle,
photo by Cannon Heritage Consultants, 2018.

Figure 15: Single span trestle,
photo by Cannon Heritage Consultants, 2018.

Trestle decks rest on top of stringers which usually consisted of thick, 8 in by 16 in beams fastened with iron carriage bolts and spacers. Then, 8 in square railroad cross ties covered the stringers and were further held into place by bolts and large spikes. In some cases, crews identified wooden boards that were added after the railroad was abandoned to allow automobile traffic to use these trestles as well. Finally, the bulkhead, which is a retaining wall at each end of the trestle, generally consisted of wide milled boards sunken into the earth and held by vertical timbers.[13]

Culverts

On many of the public tours conducted by the BLM and Utah State History, many of the participants did not express great excitement about seeing 'culverts' as part of the tour. But, nearly every time, when the tour stopped at one of the remaining 1869 stone culverts, placed at the time of the railroad's construction, there was visible awe and many photo opportunities taken. While seemingly mundane, culverts served a critical function, and some performed admirably for 70 years and continue doing so to this day.

Of the 47 stone culverts identified, all date to 1869, and consist of locally acquired stone with the visual appearances suggest the Lucin quarry for limestone and Ombey quarries for basalt. No mortar was used in their construction, thus were dry-laid, and all show minimal signs of being 'dressed' or shaped.[14] Most culverts had four to five courses of stone, with large tabular stones used to make the 'ceiling' or 'roof' of the culvert, and the bottoms being cobble or dirt to allow water to freely pass through a 12 in to 33 in wide opening (Figure 16).[15]

Figure 16: Stone culvert, placed into service in April 1869. *Photo by Chris Merritt, Utah State History, 2016.*

Figure 17: Open-Deck stone culvert, *photo by Utah State History, 2016.*

Figure 18: Wooden box culvert, the largest identified on BLM-administered lands, ca. 1920s-1930s. *Photo by Utah State History, 2016.*

Figure 19: Wooden stave, or barrel style, culvert. *Photo by Chris Merritt, Utah State History, 2016.*

In addition to the closed culverts, the inventory identified 18 stone open deck culverts identified which consist "…of two parallel walls of dry-laid stone masonry that run across the grade (Figure 17). On average, these walls were 40.6 inches apart. In a few cases, a layer of mortar was present between the stringer and its foundation.[16] It does appear that even these stone open-deck culverts date to the original 1869 construction period.

Documented wood culverts fell into two broad categories, they were either box (56) or stave (7) designs (Figures 18, 19). Cannon Heritage Consultants noted that "The culverts exhibited substantial variation even among those of similar design, and if one desired, many subtypes could be created and described."[17] Most of the wooden box culverts averaged a length of 23 ft and 6 in, with two common opening sizes of 36 in by 48 in or 24 in by 36 in, thus slightly larger on average than the stone culverts.[18] The majority of wooden box culverts roughly matched the SP's 1896 common standards for creosoted wooden box culverts as they had vertical plank side walls within floor and roof timbers running perpendicular to the long axis of the culvert.[19]

The wooden stave culverts (Figure 19) all featured similar designs and differed primarily in the diameter of the staved pipe, which ranged from 22 to 42 inches. On average, stave culverts were approximately 30.2" diameter, although often the shape of the openings had deformed slightly, and mean culvert length was 352 inches (29 ft 4 in).[20]

Writing in Wood

While conducting the surveys of these features, crews identified historic inscriptions on two wooden culverts. One box culvert near Terrace had 19 separate carvings and inscriptions possibly from hoboes or other travelers, with names including R.D. Shine, W.P. Shine, W.E. Harding, E.B. Stump, Biddle, and Tice Davis. Tice Davis' inscription included "Lex. Ky.", likely meaning Lexington, Kentucky. Who were these people and what were their stories? We do not have those answers now, but hopefully with more research we can add even more interesting stories to the Promontory Route's history.[21]

Threats to Infrastructure

Because the infrastructure of the Promontory Branch is not subject to routine and timely maintenance today as it was during its operational lifetime, it is subject to significant and irrevocable damage from naturally occurring events. Principle among these are natural deterioration, wildfire and catastrophic erosion.

Wood structures are subject to a wide variety of destructive natural elements including insects, sun exposure, and vegetation growth all of which contribute to the wood's breakdown and ultimate rot. Even stone is not resistant. Soil movement can contribute to the movement of stones and ultimate collapse of culverts. In addition, frost wedging, direct sunlight and water bearing eroding minerals will ultimately alter and wear down stones.

Wildfires are a common part of the natural ecology in the area traversed by the Promontory Route in northern Utah. That natural ecology is characterized by limited annual precipitation and strong winds. Taken together these create perfect conditions for wildfires to start and spread. The railroad, with its infrastructure composed largely of 150-year-old wood, is particularly vulnerable to the dangers of wildfire. Luckily, very few wildfires have occurred near the grade over the past decade. This does not mean, however, that the grade is immune to wildfire danger. Unfortunately, in the spring of 2020 a wildfire did occur near the Matlin Station. It was an extensive fire that, despite the best efforts of firefighters, destroyed two trestles and a box culvert before it was finally brought under control.

While northern Utah is a relatively dry area, it is subject to very heavy rain occurring over short periods of time. When these rain events happen drainage around the railroad grade becomes problematic. It is clear from the number of engineering features devoted to promoting drainage around the railroad grade that this has been an important design factor from the beginning. When damage to the structures making up the railroad occurs from catastrophic erosion those structures must be stabilized lest they be lost forever. Stabilization efforts are often required because there has been no active maintenance on the Promontory Branch since it was abandoned in 1942. The primary force behind active implementation of stabilization efforts on railroad infrastructure is weather, especially rain and the associated runoff. It is clear from the effort invested by the original designers and builders of the Central Pacific in infrastructure contributing to management of runoff, that precipitation represented a major ongoing threat to the line's integrity. The danger to infrastructure from runoff became apparent in the spring of 2015.

In March 2015 the western end of the Promontory Branch experienced a series of torrential rainstorms. These storms resulted in catastrophic erosion under one of the railroad trestles. Approximately ten feet of sediment was lost under the trestle leaving several pilings completely unsupported and the trestle itself in danger of collapse (Figure 20 and 21).[22]

After a series of site visits, and consultation with the Utah SHPO, a treatment strategy was developed that involved stabilizing the exposed piers with pressure treated posts which would be subsequently reburied (Figure 22). This approach offered several significant advantages. First, it accomplished the goal of stabilizing the piers and the trestle they supported. Second, by burying the stabilizing posts below the original surface they are not visible, and they also provide a tool for monitoring subsequent erosion. Lastly, this treatment is completely reversible.

Figure 20: Double Stringer trestle, showing undermined supports.
Photo by Chris Merritt, Utah State History, 2016.

Figure 21: Double Span Trestle, showing dislocated bent.
Photo by Chris Merritt, Utah State History, 2016.

Figure 22: Installing protective cribbing around bent before filling to stabilize. *Photo by Michael Sheehan, BLM, 2016.*

Figure 23: Completed stabilization, showing filled arroyo. *Photo by Michael Sheehan, BLM, 2017.*

This stabilization effort was both cost effective and successful. With ongoing monitoring and maintenance this stabilization will ensure the integrity of the trestle for many years to come (Figure 23).

Conclusion

In the mid-19th century, the Transcontinental Railroad represented a transportation system of unprecedented scale. The actual construction of the infrastructure is what made the dream of the railroad a reality. Some individual parts of its infrastructure are all that remain of that vast enterprise.

The Promontory Route included multiple categories of infrastructure, including the grade itself, trestles, culverts, and water supply facilities. During the active lifetime of this portion of the Central Pacific all the components of the railroad were actively maintained through the herculean efforts of maintenance crews. Since abandonment of the railroad in 1942, the railroad grade and the associated structures have been allowed to exist in a natural state without the benefit of maintenance. Consequently, natural deterioration and disasters have damaged or destroyed some of the original structures. In the last several decades, since the BLM has taken management of the line, when deterioration and destructive events are identified, efforts are made to stabilize and repair damaged structures to the extent possible.

Perhaps the most important monument to the engineering feat we know of as the Transcontinental Railroad is what remains of its infrastructure. That infrastructure is tangible. It speaks to the humanity of its builders. It speaks to…us.

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[1] This comes largely from discussions with Kyle Wyatt in December 2020 and January 2021. His further thoughts expand on what was noted in the text: *…most 19th century photos of the CP line [could include Nevada as well] - especially during and after construction – used a version of this dirt ballast profile, with dirt piled covering ties in the center of the rack, and then sloping to the bottom edge of the ties on the outside.* Personal Communication with senior author, December 23, 2020. Also see an earth ballast cross-section in William C. Willard, *Maintenance of Way and Structures,* McGraw-Hill Book Company, New York, 1915, 63, https://www.google.com/books/edition/Maintenance_of_Way_and_Structures/5-9KAAAAMAAJ?hl=en&gbpv=1&dq=William+C.+Willard,+maintenance+of+way+and+structures&pg=PR2&printsec=frontcover (accessed 2-11-21); and E. E. Russell Tratman, *Railway Track and Trackwork,* The Engineering News Publishing Company, New York, 1897, 12, 18, https://www.google.com/books/edition/Railway_Track_and_Track_Work/X005AAAAMAAJ?hl=en&gbpv=1&dq=railway+track+and+trackwork&printsec=frontcover (accessed 2-11-21).

[2] Richard V. Francaviglia, *Over the Range: A History of the Promontory Summit Route of the Pacific Railroad.* Utah State University Press, Logan, 2008, Fig. 8-12, 264. https://muse.jhu.edu/book/7312 (accessed 2-25-21); https://babel.hathitrust.org/cgi/pt?id=usu.39060017131599&view=1up&seq=2 (accessed 2-25-21).

[3] Big Fill, https://web.archive.org/web/20080606040745/http://www.nps.gov/archive/gosp/tour/biggfill.html accessed 12-21-20.

[4] Ibid. Interestingly, due to the competition between the CP and the UP, the UP needed to build their own structure to span this chasm but did not begin their work until March 28. They did not have enough time to complete a fill similar to CP so chose instead to build a trestle, known as the "Big Trestle" across the gap. This took 36 days, being completed on May 5, five days before the Golden Spike ceremony. It was 400 ft long and 80-85 ft high. Once control of this length of the line was handed over to the CP on December 1, 1869, the CP discontinued use of the trestle in favor of the more stable fill.

[5] An example of remnant juniper tree bents used for a trestle near Corinne can be seen in a photograph on p. 358 in Rolling to the 150th Sesquicentennial of the Transcontinental Railroad, Christopher W. Merritt, Michael R. Polk, Ken Cannon, Michael Sheehan, Glenn Stelter, and Ray Kelsey, *Utah Historical Quarterly* 85 (4): 352-363. https://www.researchgate.net/publication/322701178_Rolling_to_the_150th_Sesquicentennial_of_the_Transcontinental_Railroad (accessed 2-25-21).

[6] Central Pacific Railroad, List of Buildings on the Central Pacific Railroad [in four sections: Sacramento to Winnemucca, Shoshone Division, Humboldt Division, Salt Lake Division]. National Archives, Washington, D.C., 1869.

[7] *Central Pacific Railroad, Nevada and Utah Station Plan Book.* MS 79, Central Pacific Railroad Collection RG 3 Land Department Records, 1880, California State Railroad Museum Library, Sacramento, 110. *Annual Report of the U.S. Commissioner of Railroads to the Secretary of the Interior for the Year Ending June 30, 1881,* (Government Printing Office, Washington, 1881), 42. https://babel.hathitrust.org/cgi/pt?id=umn.31951d004772402&view=1up&seq=11

[8] Martin, H., Sladek, R., K. Cannon, *2018 Central Pacific Railroad Feature Inventory, Box Elder County, Utah,* CHC Technical Report Number UT-18-044, Logan, Utah, 2018.

[9] In an unpublished paper entitled "CP-SP Common Standard Trestle Primer" (2021), Kyle Wyatt provides a background about how the CP/SP designs for trestles evolved over time. Here is a part of that discussion: *Southern Pacific developed Common Standards for timber trestles in 1895. With periodic updates these continued up to 1996 when Southern Pacific was merged into the (modern) Union Pacific. Meanwhile the Union Pacific Common Standards continue to the present day. … The 1895 Common Standard system grouped standards into broad types, with standards sheets numbered in a series within each type group. The CST series was for track and roadbed; the CSB series was for buildings, including trestles. The 1904 Associated Lines Common Standards ("Harriman Standards") used a single CS series for all types, and both Southern Pacific and Union Pacific continued to use that approach after 1913, updating and revising CS numbers as necessary. Updated sheets show standards as revised, and do not enumerate what the revisions may have been. When individual Common Standards received a new CS number, there was often a reference back to the previous CS number. There were also additions to the standards, each with their own new CS number.*

[10] Kyle Wyatt, CP-SP Common Standard Trestle Primer, unpublished manuscript, 2021.

[11] W. Webb, *Railroad Construction, Theory and Practice: A Textbook for the Use of Students in Colleges and Technical Schools, and a Handbook for the use of Engineers in Field and Office* [6th edition]. John Wiley and Sons, Inc., New York, 1917.

[12] H. Martin, Sladek, R., K. Cannon, 2018 *Central Pacific Railroad Feature Inventory, Box Elder County, Utah,* CHC Technical Report Number UT-18-044, Logan, UT, 2018, 14.

[13] Ibid, 20.

[14] Ibid, 20.

[15] Ibid, 22.

[16] Ibid, 23.

[17] Ibid, 23.

[18] Ibid, 26.

[19] Anan Raymond and Richard Fike, 1980, Rails East to Promontory: The Utah Stations, Bureau of Land Management, Cultural Resource Series, No. 8, Salt Lake City, Utah. https://www.blm.gov/sites/blm.gov/files/documents/files/Library_Utah_CulturalResourceSeries08.pdf (accessed 12-7-20).

[20] 2018 Central Pacific Railroad Feature Inventory…31

[21] Ibid, 31.

[22] Michael Sheehan, It's One Site, and It's 90 Miles Long…, Poster presented at the Annual Meeting of the Society for Historical Archaeology, Jan. 2020, Boston, MA.

Figure 24: Curving fill east of Terrace, 2020.
Photo courtesy of Chris Dunker.

The construction of the Transcontinental Railroad, as with any railroad, includes points of commerce and points of maintenance along its path. A railroad is always constructed from an economic point of view, meaning it includes places along its route where commerce is conducted and, often, where resources are extracted. To maintain a railroad, there is a need to develop facilities for conduct of business including freight and passenger depots, and for maintenance of the line including regularly spaced places from which maintenance crews can work on the railroad, where locomotives can obtain fuel and water, and where rolling stock (locomotives and cars) can be repaired and maintained.

While most stations along the Promontory Route included the option to serve passengers, this was one of the primary purposes of only a small number including Ogden, Corinne, Promontory, Kelton, and Terrace. They were the largest stations on the line and all included depots. These stations also maintained shop facilities for repair and maintenance of rolling stock, included either roundhouses or engine houses, and housed maintenance crews.

Between these larger stations, section stations served as a base for track and roadbed maintenance activities. These were often remote places, sometimes only including a section station building, a hand car shed, a bunkhouse, and sometimes a cook house for crew. In the first three decades of operation of the line, these were the stations which employed, almost exclusively, Chinese worker crews overseen by a Euro-American foreman. A few also included water tank facilities where locomotives could stop to refill. Important section stations on the Promontory Route included Bonneville, Balfour, Kolmar, Rozel, Lake, Monument, Seco, Watercress, Bovine and Lucin.

Many other stations existed for more specific purposes. For instance, Blue Creek, Ombey and Gartney served strategic operational purposes; Kosmo and the two gravel pit stations were primarily associated with resource extraction; and Stokes, Rochefort, Dathol, Kolmar, Promontory, and Kosmo served agricultural transport needs, primarily sugar beets and wheat. Many small stations, essentially track sidings with no facilities, were established from time to time, for the convenience of local ranchers. Cattle and sheep were often transported on and off the range from many stations, especially in western Box Elder County, while livestock feed was imported, as needed, especially during the winter months.

In all, there were 53 stations on this line, existing over the period of 1869 to 1942. In 1869, 16 stations existed. At the height of operations, in 1903, just prior to establishment of the Lucin Cutoff, there were 42 active stations. Five years later, that number had dwindled to 30. Dathol was the last station established, in 1916. The largest number abandoned in the shortest time was 17, occurring between 1904 and 1909. A third of those were lost due to the 1904 suspension of service on the 30-mile-long section between Ogden and Corinne Junction. After 1904 permanent personnel were removed from most of the stations that remained, and those stations were relegated for use on an as needed basis. Even before the final abandonment in 1942 facilities were removed from many stations and siding tracks or portions of them, pulled up for use elsewhere on the line.

This chapter provides detail about each named stop to exist on the Transcontinental Railroad. From Ogden on the east to the Utah State Line on the west, this was western railroading at its best.

Abbreviations Used in Stations Chapter
To reduce lengthy recurrence of railroad names and other regularly used terminology, the following acronyms will be used for commonly used terms.

Central Pacific Railroad	CP (CP and SP are often used in same contexts)
Southern Pacific	SP
Union Pacific Railroad	UP
Oregon Short Line Railroad (OSL used interchangeably with UP – see History)	OSL
Denver & Rio Grande Western Railway	D&RGW
Freight and Ticket Agency	F.&T.
Freight, Ticket, and Express Agency	F.T.X.
Junction	Jct.
Interstate Commerce Commission	ICC
National Park Service	NPS
Bureau of Land Management	BLM
General Land Office	GLO
World War I	WWI
World War II	WWII

Table 10: Abbreviations Used in Stations Chapter

Another set of acronyms are used for hierarchical designations of freight classes at stations. It is derived from *Southern Pacific Company List of Officers, Agencies, Stations, Etc.*, No. 33, January 1, 1908[1]:

The amount of freight that may be received or delivered [by class]:
A – Freight in any quantity, carloads or less.

B – Freight in carload lots only.

C – Freight in carload lots or in quantities not exceeding 5,000 lbs.
(No piece to be larger than two men can handle.)

D – Freight in lots not exceeding 5,000 lbs.
(No piece to be larger than two men can handle).

E – Freight will not be handled.

List of Stations

Following is a table of all 53 stations. It is ordered west to east. While one could argue that a reverse order might be more appropriate, this order was decided on for the simple reason that 99 percent of the history of the line was under Central Pacific/Southern Pacific ownership which documented all stations in its system as measured from San Francisco. The list includes dates of establishment and abandonment as well as the milepost for each station within the 1890-1902 timeframe discussed in the explanatory section on page 68. The dates of operation are not always clean. That is the reason for the multiple footnotes below the table which helps explain the reasons. Note that all stations founded before the 1890 date or after the 1902 date still have mileposts reflective of that time period for consistency. The following station list, mileposts and starting and ending dates, reflect all railroad stops that are known to have existed between Utah Line in far northwestern Utah, and Ogden. This list was compiled, primarily, from official primary railroad resources along with secondary historical information from various sources.[2]

Table 11: List of Stations along the Expanded Promontory Route (West to East)

For stations where dates were unstated, or uncertain in the above sources, other sources were used including SP track profiles, Interstate Commerce Commission Valuation Reports, and newspapers.

Mile post	Station Name(s)	Dates of Operation
679	Utah Line	1870 to 1975
678	Gartney	1888 to 7/30/1957
682	Umbria/Umbria Junction	1903 to 1916
688	Lucin *(old location)*	3/24/1869 to 1/1/1905
680	Lucin *(new location) +*	1/01/1905 to 1980+
687	Grouse	1/01/1905 to 1/01/1908
693	Medea	1/01/1899 to 1/01/1907
698	Bovine	3/27/1869 to 3/20/1939
705	Walden	12/26/1898 to 1/01/1907
707	Watercress	1914 to 7/30/1942
709	Terrace	3/31/1869 to 5/17/1932
715	Red Dome	1/01/1895 to 7/01/1907
720	Matlin	5/5/1869 to 7/30/1942
725	Romola	1/01/1899 to 1/01/1907
730	Ombey	4/06/1873 to 1942
731	Gravel Pit	1869 to 1873/1881
734	Peplin	3/01/1888 to 7/30/1942
738	Zais	1/01/1902 to 1/01/1907
741	Kelton	4/10/1869 to 7/30/1942
746	Elinor	1/01/1901 to 7/01/1908
748	Seco	4/14/1869 to 10/12/1901

Mile post	Station Name(s)	Dates of Operation
753	Ten-Mile	1869 to 1873
751	Nella	10/1901 to 1942
756	Monument	4/18/1869 to 1942
759	Kosmo	1/01/1901 to 7/30/1942
763	Lake	4/22/1869 to 7/30/1942
768	Metaurus	10/15/1898 to 7/1/1912
771	Centre	2/01/1879 to 6/01/1890
772	Rozel	4/28/1869 to 1942
776	Bronte	2/28/1898 to 1/01/1907
777	Gravel Pit 2	1885 to 1902/1903
780	Promontory	4/30/1869 to 12/15/1941
782	Dathol	1/01/1902 to 7/01/1912
786	Surbon	3/01/1888 to 8/20/1932
789	Blue Creek Section House	6/01/1887 to 3/01/1888
	Kolmar	3/01/1888 to 7/01/1912
	Lampo	7/01/1912 to 1942
792	Blue Creek	4/21/1869 to 7/30/1942
796	Eton	1/01/1899 to 1/01/1903
	Hansen	1/01/1903 to 12/01/1915
	Connor	12/01/1915 to 7/30/1942
801	Quarry	3/31/1869 to 4/01/1888
	Balfour	4/01/1888 to 1942
802	Dathol *(new location)*	7/01/1916 to 1946=
803	Child	1/01/1900 to 1/01/1902
	Wyben	1/01/1902 to 1/01/1907
	Stokes	1/01/1907 to 1946=
807	Rochforte *(on a spur)*	1/01/1907 to 1/01/1908=
809	Corinne	3/27/1869 to 7/30/1942
811	Corinne Junction	7/01/1907 to 7/30/1942
813	Dayan	1/01/1902 to 1/01/1907
816	Brigham	4/10/1874 to 1/01/1899
	Zenda	1/01/1899 to 7/01/1905
	Enda	7/01/1905 to 1/01/1936

Table 11: Continued

Mile post	Station Name(s)	Dates of Operation
819	Willards	3/17/1869 to 3/01/1879
	Willard	3/01/1879 to 1/01/1905
820	Rutlum	1/01/1902 to 1/01/1907
823	Bonneville	3/13/1869 to 1/01/1936
825	Utah Hot Springs	8/01/1893 to 7/01/1907
828	Cawdor	1/01/1899 to 1905
828	Chase	7/01/1883 to 7/01/1907
828	Union Junction	3/01/1879 to 6/01/1890
781^	Cecil Junction	1905 to 8/26/1929
833	Ogden	3/07/1869 to Present++

*Milepost distances for all stations established from June 1, 1890 to January 31, 1902 were taken from a corner of a freight house at Fourth and Berry Streets in San Francisco on the Overland Route of the Central Pacific/Southern Pacific via Suisun, California.[1]

Some correction of Farrar's dates of station operation were made using Southern Pacific Station Cards on file at the California State Railroad Museum Library Archives. Also note that several stations were abandoned and re-established. See individual station descriptions for details.

+Lucin became new western junction of Promontory Branch Line in 1916. While occupation of this station likely ended after WWII, the station continued to service the rail line to Ogden at some level until at least 1980, probably beyond. A 1980 Sacramento Division Employee Timetable is the latest information the authors have concerning the station's active existence.

= Or possibly, though it is not known, the line from Corinne to Dathol may have been sold to the Union Pacific or to the Utah Idaho Sugar Company in late 1942

^The milepost for Cecil Junction differs significantly from that of the Promontory Branch Stations because it takes its distance from San Francisco through the Lucin Cut-off which is a significantly shorter distance than the route through Promontory.

++ 3-7-69 is the day that the first locomotive (Casement Brothers track laying operation) entered Ogden on Union Pacific tracks.

Explanatory Notes about Station Research

Providing a description and discussion of railroad stations, particularly many of which are obscure and remote, provided many challenges in research within a vast array of documents. It also required careful interpretation to tease out information that was sometimes widely spread and not always clearly understood, as in the census documents. In many ways, this was also true of the Southern Pacific's Employee Timetables and "List of Officers, Agencies and Stations", which span most of the time frame being explored.[4] Similarly, it was necessary to carefully interpret milepost information which, at first glance seems straightforward, but when dealing with 53 different stations within the same document, becomes unimaginably complex. That same need was faced with establishing the lifespan of stations. For some stations, it was easy to determine, but for many it meant hours of research in many different documents to tease out even approximate initial and terminal dates. For instance, one of the stations which was exceedingly difficult to interpret was Watercress. The use of SP right of way maps used in the Interstate Commerce Commission's Valuation Survey of 1916 provided some of the most important information for that interpretation (Figure 25).

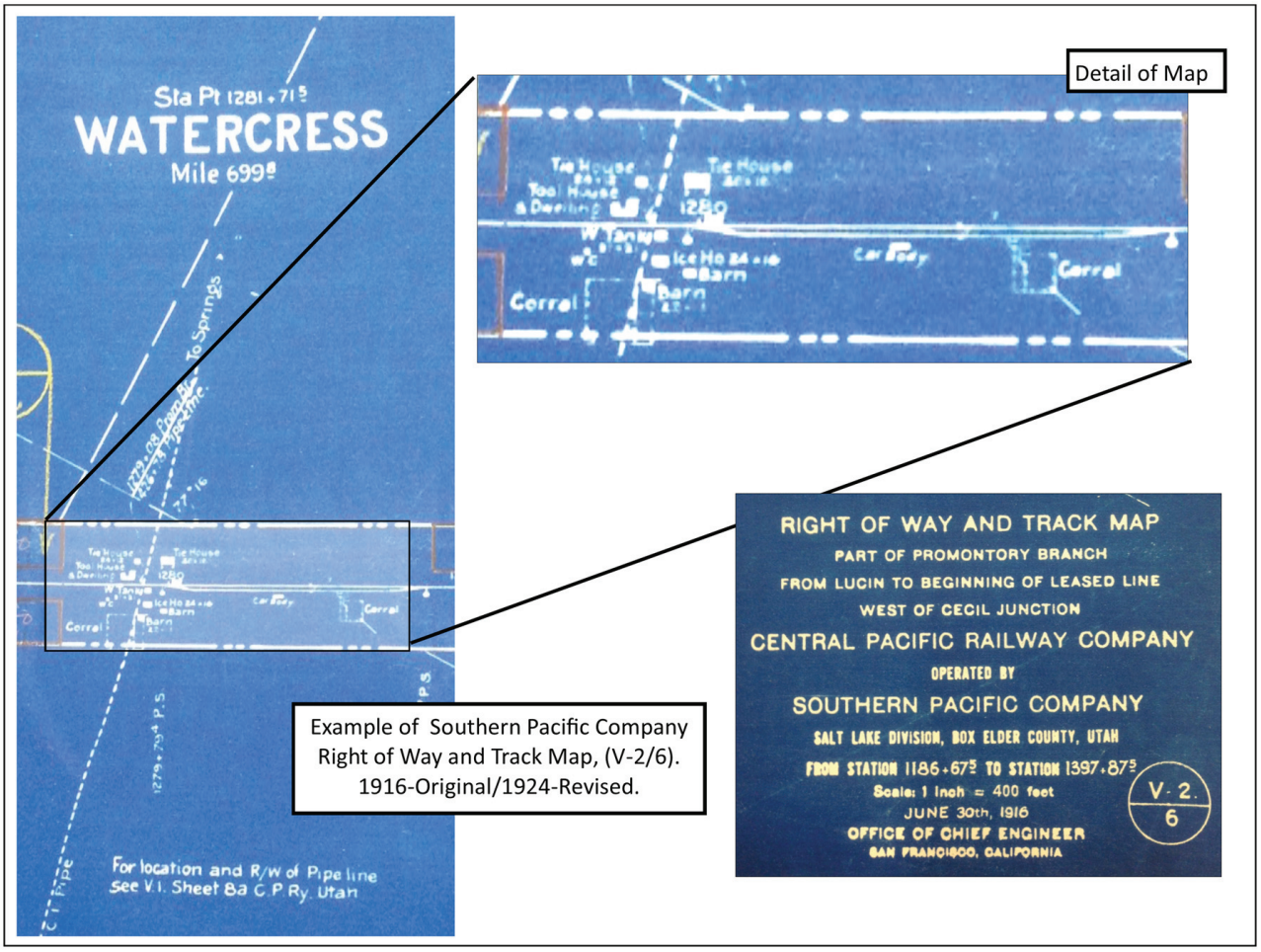

Figure 25: Example of a Southern Pacific Company Right-of-Way and Track map that served as the basis of many re-drawn maps in this text.

One might think that a railroad in an industry which, literally, created a form for most every part of its operations would detail far more information than necessary to understand milepost and temporal dates for stations. Changes in ownership and management, choices made about what are important documents to retain or not, and physical loss through fire, flood, inaccessibility of corporately held documents and other events have made even what may have once been solid information, far more fragmentary than one might expect. Following are discussions about how we approached research in three of the most important areas of railroad history and interpretation in this book.

Milepost Designations

Identification of mileposts for each station is a difficult process. All mileposts along the Overland Route of the Central Pacific/Southern Pacific take their starting point from specific locations in San Francisco and milepost

numbers changed over time as routes east out of San Francisco changed and as track changes were made in Nevada and Utah over time. These changes were reflected in the company's annual Official List. Mileposts were changed for immediate operational efficiency and clarity. Dozens of train crews operated simultaneously each day and relied on timetables for safety and efficiency, so it was critical for designations of all stations to be consistent with the configuration of the railroad line at any given time.

Following Lynn Farrar's detailed analysis of station milepost changes in the Central Pacific system through time, it became clear that choices needed to be made about designating specific locations of each station.[5] As can be seen in the list provided in John Signor's book on the Salt Lake Division, called *Salt Lake Division Place Names*, there were seven different milepost systems used between 1869 and the 1960s.[6] They include the first (measured from Sacramento) from 1866-1874; the second (measured from San Francisco, as are all subsequent ones) from 1874-1887; a third from 1887-1890; a fourth from 1890 to 1903; a fifth from 1903-1911; a sixth that occurred in 1915, and one final one in 1968-69.

For purposes of this list, a choice was made to use a single list for those stations existing on the line during the 1890-1902 period (specifically June 1, 1890 to December 31, 1902) and to adjust milepost designations for those few stations established at later dates and to those which had been abandoned prior to those dates, to what would have existed in the period chosen for most stations. Any other choice would create considerable confusion. This choice alters the milepost designations shown in this book for 10 stations, those abandoned before 1890 including Ten-Mile, Centre, and Union Junction; and those established after 1902, including Umbria Junction, Grouse, Watercress, Dathol (new location), Corinne Junction, and Cecil Junction.

The choice of the 1890-1902 period was made first to simplify the process and provide consistency between stations. Secondly, this represents a point in time just prior to the construction of the Lucin Cutoff when all mainline traffic along the Overland Route traveled along the rails of the Promontory Route. Thirdly, this period, more than any other in the history of the route, was the heyday of the line. While there were other transcontinental routes across the continent by this time, the period of 1890 to 1902 represented the peak of traffic on the mainline, of maintenance operations and of population centers along this portion of the main line before changes wrought by construction of the Cutoff. This numerical list also includes the actual milepost (in this time period) for 81 percent of all stations that ever existed on the route. The choice may create some confusion for the reader, but if the above description is followed (in addition to the footnote in the table), it will be clear.

Census Research

A considerable amount of information about rural railroad stations can be found in Federal and State Census data. In this project, Federal census data from 1870, 1880, 1900, and for some stations in 1910, 1920, 1930 and 1940 were researched to identify likely railroad personnel living in stations or precincts and to record ethnic Chinese, Italian, Irish, Bulgarian, Japanese, Mexican and other foreign workers on the railroad. Occupational information provided a snapshot of the nature of railroading

operations, while ages and ethnic identification provided information on the nature of crews and shop personnel employed.

The 1870 census was straight forward for most stations since most individual stops were enumerated separately. But beginning with 1880, an Enumeration District and Precinct structure was established by the Census Office wherein multiple railroad towns were often combined within a single precinct. Not only did that make it difficult to identify personnel associated with small stations, but it also masked the true population figures for larger towns such as Kelton and Terrace, thus making it appear that those towns included a much larger grouping of railroad personnel than they actually had. To further muddy the water, neither maps nor descriptions of enumeration districts or precincts could be found prior to the 1940 Census and, in some cases, even the names of precincts were not helpful in identifying railroad stations. In fact, precinct names sometimes had nothing to do with towns along the route. All of this meant that other ways were needed to establish which precincts held which stations within them.

Three useful tools were found within the census sheets themselves: the name of the enumerator, the date that the census was taken for a particular page and the separation of groupings of people into households. It was also usually the case that stations laying within 10 to 12 miles of the main railroad station (which was often the Precinct name) would be found at the front or back end of the census count for a Precinct. While it was not a foolproof method, it was possible to identify many stations, not otherwise called out by following the path of the enumerator, day by day and even week by week. One had to look at all surrounding precinct census counts to find that some railroad stations were in precincts where they were not expected.

Usually, however, one could follow the enumerator's path by date from precinct to precinct within a particular Enumeration District (which in this part of Utah usually included three precincts). Knowing the location of and the dates that the following Precinct was enumerated by the census taker could provide critical information about which individuals in the census belonged to which stations. This provided a way to analyze the direction that the census taker was moving at a given time. This information, coupled with a good understanding of the sizes of the stations being sought, their location along the railroad, the fact that at small stations the only people there were a foreman and crew, and the topography and road system, all helped identify what might otherwise seem to be groups associated with a larger station town.

Station Dates

A key part of our efforts for this project was to create a comprehensive list of the stations, along with their starting and ending dates of operation. Sometimes existing information was straightforward but in many cases information sources disagreed, the information was muddled or was not even available. Alternative document sources did help to fill some missing gaps in the core resources. For consistency, the establishment date for stations present on May 10, 1869 (see Appendix C) was the date the tracks reached that location. Later established stations required more sleuthing, requiring the author to choose from multiple competing sources. Sometimes there was a hand-written notation in a formal list for new stations, while others were printed fully in timetables and other documents. In one instance (Utah Hot Springs), the birth date of the station was found on a track profile plan. Lynn Farrar, the primary source for dates of service, stated that several stations were abandoned in 1941, but there was clear evidence from the *Official List* that they were still there until the end of July 1942. These stations received a notation of 1942 for end date,

with no day or month. When there was considerable uncertainty, the author's extensive research experience on the subject was relied upon for the final decision.

As will always be true with the complex documentary information that exists for railroads, some of the information provided may be proved wrong. Such is to be expected and only provides more room for debate, more research and better understanding of the subject. At this point, however, it is the authors' assertion that this material is as accurate as possible with the information at hand.

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[1] Southern Pacific Company, *List of Officers, Agencies, Stations, Etc.,* No. 33, January 1, 1908 (Sacramento: California State Railroad Museum Library, 1908).

[2] Various resources were used to create the formal list of stations and end/start dates. Lynn Farrar, Farrar, Lynn D. Listing of Overland Route Stations and Mileage: Central Pacific Railroad Southern Pacific Railroad, 1866-1996 including Lynn Farrar, *Listing of Overland Route Stations and Mileage, Central Pacific Railroad, Southern Pacific Railroad, 1866-1996,* 2005 http://www.cprr.org/Museum/CP_MP0_OVERLAND_ROUTE.html; Southern Pacific Company, *List of Officers, Agencies and Stations* (San Francisco: Southern Pacific Company 1881-1956) on file at California State Railroad Museum Library, Sacramento; Southern Pacific Company, Southern Pacific Record of Station Changes, (San Francisco: Southern Pacific Company, n.d.) on file at the California State Railroad Museum Library; John R. Signor, *Southern Pacific's Salt Lake Division* (Berkeley: Signature Press, 2007); Anan Raymond and Richard Fike, Rails East to Promontory: The Utah Stations, Bureau of Land Management, *Cultural Resource Series,* No. 8 (Salt Lake City: Bureau of Land Management Utah State Office, 1981). https://www.blm.gov/sites/blm.gov/files/documents/files/Library_Utah_CulturalResourceSeries08.pdf (accessed 12-7-20); Charles Edgar Ames. *Pioneering the Union Pacific, A Reappraisal of the Builders of the Railroad* (New York: Appleton-Century-Crofts Educational Division Meredith Corporation, 1969).

[3] Signor, *Southern Pacific's Salt Lake Division,* 449.

[4] Because SP employee timetable references were used so frequently in the research, it was necessary to shorten the citations within each chapter for space purposes. For those wishing to see the entire, formal citation for each of these documents, refer to the more comprehensive references cited at the end of the book.

[5] Farrar, *Listing of Overland Stations.*

[6] Signor, *Southern Pacific's Salt Lake Division,* Appendix.

Cultural Context for the Reader

An important feature of understanding the history of the railroad in Utah is through period newspaper articles. No matter how well we write as contemporary historians and archaeologists, we are not able to capture the emotion and visceral feel of narratives written as events are unfolding. Just as newspaper articles written today, these reporters were part of the community and part of the culture, living and experiencing the times. Along with this, the reader needs to remember that these pieces were written in a different time and place. Racial discrimination was largely accepted and specific epitaphs for people of color were common language. Also important is that these articles oftentimes represent the majority culture perspective, and were almost never written by ethnic Chinese or Japanese or Italians. The reader will encounter what would be considered offensive words and phrases today. It is important to take them in the context of the time and to think about how these pervasive attitudes affected every part of their lives, and even affect our lives today. Please keep these thoughts in mind as you read and, perhaps, ponder what you might learn from these past realities.

List of Original Transcontinental Stations: Lucin to Ogden, Utah

Many people are interested to know which are the "original" stations of the Transcontinental Railroad, those that were established when the rails were built to that point or shortly thereafter but were in existence by May 10, 1869 when the railroad was considered complete. Most of these stations were originally construction camps, either for UP or CP, and served as formal stations afterwards. Specific dates of abandonment come from SP Station Change cards, Lynn Farrar's list, or other best available resources.

While this is not an exhaustive list of all the stations from Sacramento to Omaha, it does represent all that existed from the Utah-Nevada border to Ogden. Five stations lay on what was originally the Union Pacific Line, and 10 were those of the Central Pacific. Promontory was a shared station of both railroads. The birth dates of stations along the Promontory to Ogden portion of the line extend from as early as March 9 (Ogden) to April 30, 1869 (Promontory). Abandonment of stations occurred as early as 1880-1881 to as late as 1942, though it should be stated that trains still operate on tracks lying on the original roadbed in Corinne and, especially, Ogden. A toast to those 16 stations representing the most celebrated segment of the Transcontinental Railroad, the first in the world.[1]

Table 12: The Original Stations of the Promontory Route (West to East)

Name	1890 MP+	Establishment	Abandonment
Lucin	688	March 24, 1869	January 1, 1905++
Bovine	698	March 27, 1869	March 20, 1939
Terrace	709	March 31, 1869	August 20, 1932
Matlin	720	April 5, 1869	July 30, 1942
Gravel Pit	731	April 6, 1869	1880-1881
Kelton	741	April 10, 1869	July 30, 1942
Seco	748	April 14, 1869	October 12, 1901
Monument	756	April 18, 1869	1942
Lake	763	April 22, 1869	July 30, 1942
Rozel (Victory)	772	April 28, 1869	1942
Promontory (Terminus)	780	April 30, 1869	July 30, 1942
Blue Creek	792	April 21, 1869	July 30, 1942
Quarry (Balfour)	801	March 31, 1869	1942
Corinne#	818	March 27, 1869	July 30, 1942#
Bonneville##	823	March 13, 1869	January 1, 1936
Ogden	833	March 9, 1869	---------

+ This milepost reflects what the distance was from San Francisco, 4th St. Station, via Suisun. From June 1, 1890 to December 31, 1902, the heyday of the Promontory Route (see Farrar 2005).
++ Lucin was re-established on the mainline, one mile south of its original location, in 1905. It once again became the junction of the Promontory Branch Line on August 29, 1916.
# The Corinne station was abandoned by the SP on July 30, 1942, but sugar beets continued to be hauled through the Corinne from Dathol, Stokes and Rochefort Stations, located to the west, until 1946 or 1947. In addition, Corinne continues to be served by the UP today as part of the Malad Valley Railroad. UP subsidiary, the OSL, built that railroad in 1903, from Brigham City to Malad, Idaho.
Bonneville was originally established by the Union Pacific as Hot Springs, but later that year changed the name to Bonneville. CP continued the name and location and, in the 1890s, established a separate station, 1-2 miles south, as Utah Hot Springs.

[1] There was an earlier railroad that some refer to as a "transcontinental railroad". The Panama Isthmus was crossed from Colon on the Atlantic Ocean to Balboa on the Pacific Ocean by the Panama Railroad Company in 1855, preceding the Panama Canal by 50 years. It primarily ferried early travelers and freight going to the west coast of the United States. It as an inter-oceanic railroad. The railroad is still operating today as the Panama Canal Railway (https://en.wikipedia.org/wiki/Panama_Canal_Railway) (Accessed 10-18-20).

UTAH LINE

Established Station: 1870	Formally Abandoned: 1975	Milepost: 679 miles *from San Francisco*

Utah Line Station, located on the Nevada-Utah state line, has gone by many monikers since 1870. Names even overlapped in time including "Utah Line" (1870-1895), "Stateline Nevada and Utah" (1870-1890), State Line (1875-1887), and "Nevada-Utah Line" (1890-1975).[1]

The station appears to have been a simple freight siding for local livestock ranchers, presumably both in Utah and Nevada. The earliest date that the station can be firmly established in print is the 1881 SP Station List where it is shown with no agent and no services. However, it is known to have operated as a station since 1870.[2] In 1882 it is listed as station 323 ½ (Tecoma being 323 and Lucin 324).

Utah Line becomes a Class C Freight Station in 1889 and continues as such until 1908 when it becomes a Class E Freight Station, essentially handling no freight, until abandonment.[3] The station lies within the area between Montello and Lucin that was double tracked in 1911.[4] However, that does not seem to have affected its level of service. Utah Line, or any of its monikers, are not listed on any available timetables and, presumably, the station was never intended to be used as a passenger station.

In one acknowledgement of the location, the "U.S. Geological Survey Guidebook of the Western United States, Overland Route", published in 1915 states in passing on a passenger train through Utah Line:

> *The Utah-Nevada State line, marked by a monument and a fancifully decorative design in set stones at the north side of the track, is passed opposite the first ranch buildings seen west of Great Salt Lake.*[5]

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1 Lynn D. Farrar, *Listing of Overland Route Stations and Mileage: Central Pacific Railroad Southern Pacific Railroad, 1866-1996* http://www.cprr.org/Museum/CP_MP0_OVERLAND_ROUTE.html (accessed 2-20-21).

2 Don Strack, online resource, https://utahrails.net/sp/sp-in-utah-stations.php (accessed 10-18-20).

3 Southern Pacific Company, *List of Officers, Agencies and Stations* (San Francisco: Southern Pacific Company, 1881-1956), on file at Sacramento: California State Railroad Museum Library.

4 John R. Signor, *Southern Pacific's Salt Lake Division* (Berkeley: Signature Press, 2007), 92.

5 Lee T. Willis, *Guidebook of the Western United States, Part B. The Overland Route,* Bulletin 612 (Washington: U.S. Geological Survey, 1915), 124. https://pubs.usgs.gov/bul/0612/report.pdf (accessed 12-7-20).

GARTNEY

Established Station: March 1, 1888	Formally Abandoned: July 30, 1957	Milepost: 678 miles *from San Francisco*

Named after nearby Gartney Mountain, Gartney Station was on the SP mainline from San Francisco to Ogden between Tecoma, Nevada and Lucin, Utah. Tracks were laid through that area in March 1869. It was likely not a regular maintenance station as were Lucin and Tecoma, which lay about 12 miles apart from one another. Rather, it was established as an important link in locomotive operations as well as operating as a freight station. Its operational role was likely as an engine turning facility for helper engines assisting trains moving westward up Gartney Hill. There is a 1.3 percent grade between Lucin and Montello.[1]

The earliest date known for operations at Gartney is 1888 when it is written in the station list between Tecoma and Utah Line.[2] After that the name is printed. It is likely that sometime during the 1890s, perhaps even when it was established, a turntable was built there to turn helper engines. A newspaper article concerning a fatal accident confirms that a turntable existed at Gartney, at least as early as 1898. From the Ogden Daily Standard of 1898:

...Early in the morning an engine ran off the Gartney turntable 37 miles west of Terrace, near Tecoma. The engineer and fireman barely escaped with their lives, and the engine plowed down the steep bank and buried itself in the sand. A large gang went to work at the wreck and a wrecking train went out from Terrace. [Jack] Rouse [General Foreman] and [Peter] Meaden [mechanic] were of the party and were deep in the work all day. The engine had been blocked up and at about 5:30 p.m. a rope, passed under the trucks and looped through an eye; an engine was attached to pull the truck up, when the strain proved too great for the rope and it broke. The brake released the end of the rope in which was the loop; in the loop was a steel eye, and this eye flew out and struck these two men, breaking Meaden's skull over the right eye, and crushing in the back of Rouse's head.

The facts were wired to Ogden, and...a special [was sent] out from Ogden with Dr. Perkins and nurses. The specials were of no avail, however as Meaden died at 6:05 and Rouse at 6:30, before the train reached Terrace....[3]

SP Station lists show a turntable still in operation at Gartney in 1907, but it seems to have been removed by 1908.[4]

A number of train wrecks occurred on Gartney Hill over the years, the worst seems to have been in 1907 when a number of men were killed on the job and many lawsuits filed of which SP lost on most if not all. For instance, Mary R. Schuler received $9,000 from a lawsuit against the Southern Pacific for the death of her husband, a mail clerk killed in the January 1907 wreck.[5]

The line from Montello to Lucin was double tracked in 1911, reducing the grade which:

...eliminated westbound helpers on Gartney Hill, two miles of 1.3 percent grade near Tulasco. The new westbound line was separated from the old line and followed creek up a gentle 0.6 percent grade through Grouse, effecting quite a savings on helpers.[6]

Beginning in 1890, Gartney was a Class A Freight Station. It continued as such, even adding a platform in 1913, until it was abandoned in 1957. On SP Employee Timetables Gartney is first listed in 1890 with 2500 ft of siding and a telephone.[8]

Between 1906 and 1938, Gartney is maintained as a regular stop for between four and eight daily passenger trains and up to eight daily freight trains. Its siding length increases to 3,346 ft in 1909, and then to 140 car lengths in 1915, 133 in 1919. It then drops to a spur track with 20 car lengths by 1934.[9] By 1940, Gartney is no longer a stop for passenger trains through to the end of its life as a station. The spur track is reduced to 23 car lengths in 1941.[10]

Newspaper accounts surrounding Gartney:
From the *Salt Lake Herald-Republican* 1900:

Wreck Near Gartney, Utah. *A wreck occurred this afternoon on the Southern Pacific near Gartney siding, 151 miles west of Ogden, and twenty-eight miles west of Terrace. Five cars went in the ditch, one woman was killed and fourteen persons injured.*

The wreck occurred about 1:30 o'clock, mountain time. The train was running at about forty-five miles an hour and at the place where the accident happened there is a down grade and a four degree curve. As the train struck the curve, report has it, the outer rail broke loose, and the smash-up came at once. There was a Burlington excursion on the train, occupying two tourist sleepers. There was no mail car, and the engine, express and baggage cars in front stuck to the track, and also two tourist sleepers on the rear end.

The other tourist sleepers two coaches and one Pullman went off the track. News of the wreck reached Ogden about 2 o'clock. …Chief Clerk Sheary took charge, and arranged for a special train of three coaches to run to the scene, with engine 1100. …Returning, the special train was delayed first by a freight train breaking in two on Promontory hill, and again at Corrinne… The special train arrived at 2 a.m. [in Ogden].[11]

Newspaper accounts surrounding Gartney:
From the *Inter-Mountain Republican* 1907:

Southern Pacific Train Jumps Track. *Running at a speed of eighty miles an hour, and two hours behind its schedule time, No. 10, the fast mail on the Southern Pacific, left the rails at Gartney, a small station 107 miles west of Ogden, between Tecoma and Lucin, at about 6 o'clock this morning, and dealt death and injury to passengers and trainmen.*

Engineer Frank Neesley…was instantly killed beneath his engine. Fireman G. L. Ware was badly burned and scalded, Mail Clerk J.J. Clark sustained serious, if not fatal, injuries, and nineteen others, trainmen and passengers, were more or less injured by being bruised and scalded. ….Engineer Neesley was just completing his first trip on the fast mail, and in view of the fact that he was two hours behind schedule time, he was permitting his engine to roll along at a merry clip on a down-hill strip of track. The wreck occurred almost at the bottom of the hill and at just a slight curve in the road. It is not known just what caused the derailment, although a rigid examination is being made by officials. A broken rail or a broken wheel might have been the cause. No. 10 was made up of two mail cars, one baggage car filled with through mail from Oakland to Omaha, diner and four standard Pullmans. The entire train, with the exception of the last two Pullmans, left the rails with the locomotive. The mail and baggage cars were almost totally demolished, and the mail was scattered all along the right of way. ….

No sooner had word been received here than preparations were made to send out the wrecker and a corps of physicians. …A number of railroad officials left for the scene of the wreck on a special and did everything in their power to alleviate the pain for the injured and in clearing away the wreckage. …Eye-witnesses in the terrible affair state that the locomotive turned completely over and that the cars plunged headlong through the engine until the heavy diner was reached. All of these cars were smashed into kindling wood and the diner was demolished as if it had been a cigar box...[12]

The following was an important development for both Lucin and Gartney. It likely eliminated the need for helper engines between the two points and greatly reduced Gartney's usefulness as a station. From the *Ogden Evening Standard* 1909:

> ***New Grade over Gartney Hill.*** *Contracts have just been let to the Utah Construction company for the building of a second track on the Southern Pacific line between Lucin and Tecoma, a distance of twelve miles. The grade work on this section of the double track project will probably start within the next ten days.*
>
> *The double tracking of the Southern Pacific line between these two points will be different from the regulation method of double tracking inasmuch as the two tracks will not be exactly parallel but will run apart from each other a distance of from half a mile to more than a mile. The present track will be used for east bound trains and the second track for trains westbound. In the old track there is a very heavy grade, ascending westward, over Gartney hill. To escape this grade the second track will be built north of the summit which will reduce the ascent to a grade of four tenths.*
>
> *This small grade will do away with the necessity of the extra engines which are now used as helpers between Lucin and Montello. The westbound line will extend along Grouse creek and at one point will be a little more than a mile north of the eastbound right-of-way. ….*[13]

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1 Don Strack, "Gartney Station", Online resource, https://utahrails.net/sp/sp-in-utah-stations.php (accessed 10-18-20).

2 Southern Pacific Company, *List of Officers, Agencies and Stations,* On file Sacramento: California State Railroad Museum Library, 1888.

3 *Ogden Daily Standard*, "Railway Men Killed", August 25, 1898, 5.

4 Southern Pacific Company, *List of Officers, Agencies and Stations,* 1907-1908.

5 *Salt Lake Herald-Republican,* "Widow gets $9,000," August 21, 1908.

6 John R. Signor, *Southern Pacific's Salt Lake Division* (Berkeley: Signature Press, 2007), 92.

7 Southern Pacific Company, *List of Officers, Agencies and Stations,* 1890-1956; Southern Pacific Company, Station Changes List, n.d. on file at Sacramento: California State Railroad Museum Library.

8 Signor, *Southern Pacific's Salt Lake Division,* 63. Southern Pacific Company, Salt Lake Division, Employees' Time Table 4, February 1st, 1905, (Ogden: Southern Pacific Company).

9 Southern Pacific Company, [Salt Lake Division Employee's Timetable] (Ogden: Southern Pacific Company, 1941, 1943, 1944, 1946, 1947, 1948, 1949).

10 Ibid. Strack, Gartney.

11 *Salt Lake Herald-Republican,* "Wreck Near Gartney," September 28, 1900, 1.

12 *Inter-Mountain Republican,* "Southern Pacific Train Jumps Track," January 15, 1907, 1.

13 *Ogden Evening Standard,* "New Grade over Gartney Hill," May 9, 1909, 6.

UMBRIA and UMBRIA JUNCTION

Established Umbria: January 1, 1903	Established Umbria Junction: June 1904	Abandoned: August 29, 1916	Milepost: 682 miles *from San Francisco*

Umbria Junction is inextricably linked to Lucin Station. During construction in March of 1869, an end of track camp was established near where the tracks crossed Grouse Creek.[1] Raymond and Fike refer to this location as Umbria, though the name would not have been assigned when the railroad was constructed. They say, "Field investigations identified remains of a siding and foundations of dugouts and other structures. Artifacts observed on the surface of the site suggest a short-lived occupation established in 1869 by Euro-Americans and Chinese".[2] Shortly after this it appears that Lucin becomes the locally established station, located about 1½ miles east of "Umbria". While it is not certain why Umbria Junction received that name, Umbria is a region in central Italy. With many ethnic Italians working on the CP here around the turn of the 20th Century, such a designation is not surprising.

Umbria does not appear in the SP Station lists until 1903, though it has no "Junction" attached to it.[3] It is shown with no services. The name changes to Umbria Junction in 1904 and between that year and 1912 it is listed as a Class A Freight Station. In 1913, Umbria Junction is designated a Class E Freight Station until 1917 when it is dropped from the list.[4]

Umbria Junction is listed in the 1904 SP Employee timetable as a stop for passenger trains. At this point, all passenger trains are continuing through Promontory to Ogden. It is also shown as a Day and Night Telegraph Office.[5] By 1909 Umbria Junction is a stop for four passenger trains and four fast mail trains, two local freights, and two fast freights. By 1915, Umbria Junction is also a stop for the Second-Class Mixed Train from Corinne.[6] After this, Umbria Junction disappears from the timetables, the reason being that on August 29, 1916 the mainline link to the Promontory Branch was moved to the location of new Lucin and Umbria Junction was abandoned as a station.[7]

Newspaper account about Umbria Junction:

From the *Ogden Daily Standard* 1904:

> ***Damage Suits Filed.*** *A. I. Stone, who is administrator of the estate of Peter Carl Hansen, the foreman who was killed near the cut-off, August 11th, is preparing a complaint to be filed in the second Judicial District court, beginning action against the Southern Pacific company for damages to the amount of $10,150. It will be remembered that Hansen, who was from Evanston, was picked up dead a quarter of a mile east of Umbria Junction on the date named, following the passing of two trains. The manner of Hansen's death is described in the complaint as follows: Foreman Hansen was employed with his gang on the cut-off branch of the road about a quarter of a mile from where the roads branch. At that time only construction and freight trains went over the cut-off and were required while stopping for the switch to whistle. The train that struck Hansen entered the branch line without stopping and at a rate of fifty miles per hour.*[8]

[1] Anan S. Raymond and Richard E. Fike, Rails East to Promontory: The Utah Stations, Bureau of Land Management, *Cultural Resource Series,* No. 8 (Salt Lake City: Bureau of Land Management, 1981), 32, https://www.blm.gov/sites/blm.gov/files/documents/files/Library_Utah_CulturalResourceSeries08.pdf (accessed 12-7-20); George Kraus, *High Road to Promontory: Building the Central Pacific Across the High Sierra* (Palo Alto: American West Publishing Company, 1969), 310.

[2] Raymond and Fike, Rails East to Promontory, 32.

[3] Southern Pacific Company, *List of Officers, Agencies and Stations,* on file at California State Railroad Museum Library, Sacramento, 1903; Lynn Farrar, *Listing of Overland Route Stations and Mileage: Central Pacific Railroad Southern Pacific Railroad, 1866-1996.* http://www.cprr.org/Museum/CP_MP0_OVERLAND_ROUTE.html,

[4] Southern Pacific Company, *List of Officers, Agencies and Stations,* 1903-1917.

[5] Southern Pacific Company, Salt Lake Division, Employees' Time Table 1, June 19th, 1904, (Ogden: Southern Pacific Company).

[6] Southern Pacific Company, Time Table for the Salt Lake Division 11, June 15th, 1915, (Ogden: Southern Pacific Company).

[7] Lynn Farrar, Listing of Overland Route Stations…2005.

[8] *Ogden Daily Standard,* "Damage Suit Filed," September 30, 1904, 6.

LUCIN ***(OLD and NEW LUCIN)*** **Track Reached Here: March 24, 1869**

Track Reached Here: March 24, 1869	**Established Original Station: April 1870**	**Milepost: 688 miles** *from San Francisco*		**Abandoned Original Station: January 1, 1905**

Milepost: (new station on mainline 1905:) **684 miles** *from San Francisco*	**Established as New Junction of Branch: August 29, 1916**	**Milepost:** (New Junction of Branch:) **680 miles** *from San Francisco*

Lucin was reached by CP crews on March 24, 1869.[1] The original location became a station in 1870 and remained such until 1905 when it was moved one mile south onto the Lucin Cut-off, part of the SP mainline from San Francisco to Ogden. At that point in time the terminus of the Promontory Route line, or Old Line, as it came to be known, became a place called Umbria, and later, Umbria Junction, located 1.4 miles west of new Lucin. In 1916, Umbria Junction was abandoned as a station and the terminus became new Lucin until the Promontory Branch Line was abandoned in 1942.

Lucin did not catch the eye of many tourist guides of the late 19th Century. Crofutt's 1872 *Trans-Continental Tourist's Guide* provided little, but seemingly more than most. The Guide said," Lucin. Thirteen miles west of the last station [Bovine], Elevation, 4,494 feet. At this point we find water tanks, supplied by springs in the hills at the outlet of Thousand Spring Valley".[2]

The 1869 CP "Inventory of Buildings" describes a section house and water tank built at "Lucine".[3] The section house measured 16 by 30 ft with a kitchen measuring 10 x 20 ft. A telegraph office was also written in next to the structure measurements, meaning the section house probably served both as residence, office, and telegraph office. The water tank consisted of four tubs with a capacity of 10,300 gallons.

The water source at Lucin was developed by constructing a pipeline from springs in the Pilot Mountain Range, located to the southwest, whose water was used to fill ponds near the station. The original pipeline laid from the Pilot Range to the southwest of Lucin was likely redwood bored pipe, similar to the one originally used at Terrace, Kelton and Blue Creek. In 1873 this wooden pipe was likely replaced by one of iron, as it also was at Terrace, Kelton, Rozel and Blue Creek (see discussion of this in Terrace Chapter). The pipeline was once again replaced by 4 in welded iron pipe in 1903.[4] When the old station moved in 1905, the pipeline was extended to new Lucin, a mile south of the original station.

The next year, the 1870 census for Lucin Section counted two foremen, one from England and the other from Ireland, along with 14 Chinese workers, including a Chinese cook. The foremen are 33 and 30 years old and the Chinese range in age from 28 to 46, averaging 32.5 years old. Interestingly, also among the population in Lucin at the time were four miners, three from the U.S. and one from Canada.[5]

By 1880, the small station consisted of the original Section House, plus an 18 by 20 ft China Bunk House, a 12 by 14 ft China Cook House, a 14 x 22 ft hand car house and an in-ground water tank. For some reason a new section house was built in February 1884 for a cost of $774.67.[6] Interestingly, it appears that this

building burned a decade later as described in an article in an 1896 *Ogden Daily Standard:*

> *There was a very severe storm at Terrace, Utah, Tuesday. The rain poured in torrents and the sound of thunder was frightful. …. The Lucin section house on the west side of Terrace was struck by lightning and burned down.*[7]

In the 1880 census, persons living in Lucin appear within the Grouse Creek Precinct, along with Bovine. On page 6 of the Grouse Creek Precinct, there are 16 railroad workers.[8] The south end of Grouse Creek road ends at Lucin which would make sense for this to be the Lucin station. However, there are two separate households of Chinese, one with eight and the other with six individuals. The two Irish workers, ages 30 and 45, are likely the foremen for two different stations, Lucin and Bovine, the latter located 10 miles to the east of Lucin. The foreman most likely to be at Bovine is the 30-year-old living in his own household (the other lives with miners which makes it likely that he is in Lucin where mining was a common occupation). The first group of nine workers is probably attached to Lucin since the census taker was on his way east from Grouse Creek to count the population in Terrace and would count workers in Lucin before Bovine. The Lucin workers range in age from 28 to 40 with an average of 35. A significant average age increase occurred between 1870 and 1880, showing the typical aging of the Chinese worker population on the CPRR.[9]

The 1881 SP Officers, Agencies and Stations list show Lucin as a non-agency station with no services until 1888 when a telegraph station appears with call number "GN". Despite these designations, Lucin likely had a telegraph office from its beginning in 1869.[10] The telegraph station disappears in 1889 but is shown again in 1890 with call number "CN". It continues off and on until 1905. Also, in 1890 Lucin becomes a Class A Freight Station and remains such when it is moved in 1905 down to the mainline during construction of the Lucin Cut-off.[11]

On SP Employee Timetables Lucin is listed immediately after construction in a handwritten list for the Salt Lake Division between Toano, Nevada and Ogden where it lists four daily scheduled freights and two passenger trains.[12] In 1890 six freights and four passenger trains are listed and in 1904 six passenger trains pass Lucin daily and Lucin is shown as both a day telegraph and water station.[13] (Figure 26)

Lucin appears once again in the 1900 census, barely, once again at the end of the Grouse Creek Precinct on Sheet 14.[14] In this case Lucin includes a Telegraph Operator and a 45-year-old section foreman and his family from Missouri. There are no railroad laborers listed. This is quite a curious situation considering that Lucin was a water station and very important maintenance station on the operative Transcontinental Railroad. Since 1869 a full maintenance crew had been stationed here and probably still was. In fact, it may have still had a Chinese crew as had been the case in 1870 and 1880, but for some reason, such was not reported. Between 1906 and 1915, Lucin drops from listings on the Promontory Branch Line or, Old Line. This is because the town of Lucin moved about one mile south to the SP mainline where traffic had been re-directed with the construction of the Lucin Cut-off. This new Lucin station became substantial. In 1907 it is listed as a Class A Freight Station, with platform, and telegraph station, symbol "XM". By 1908 it is an F.T.X. station, as well, and continues at this level beyond the abandonment of the Promontory Branch line in 1942.[15]

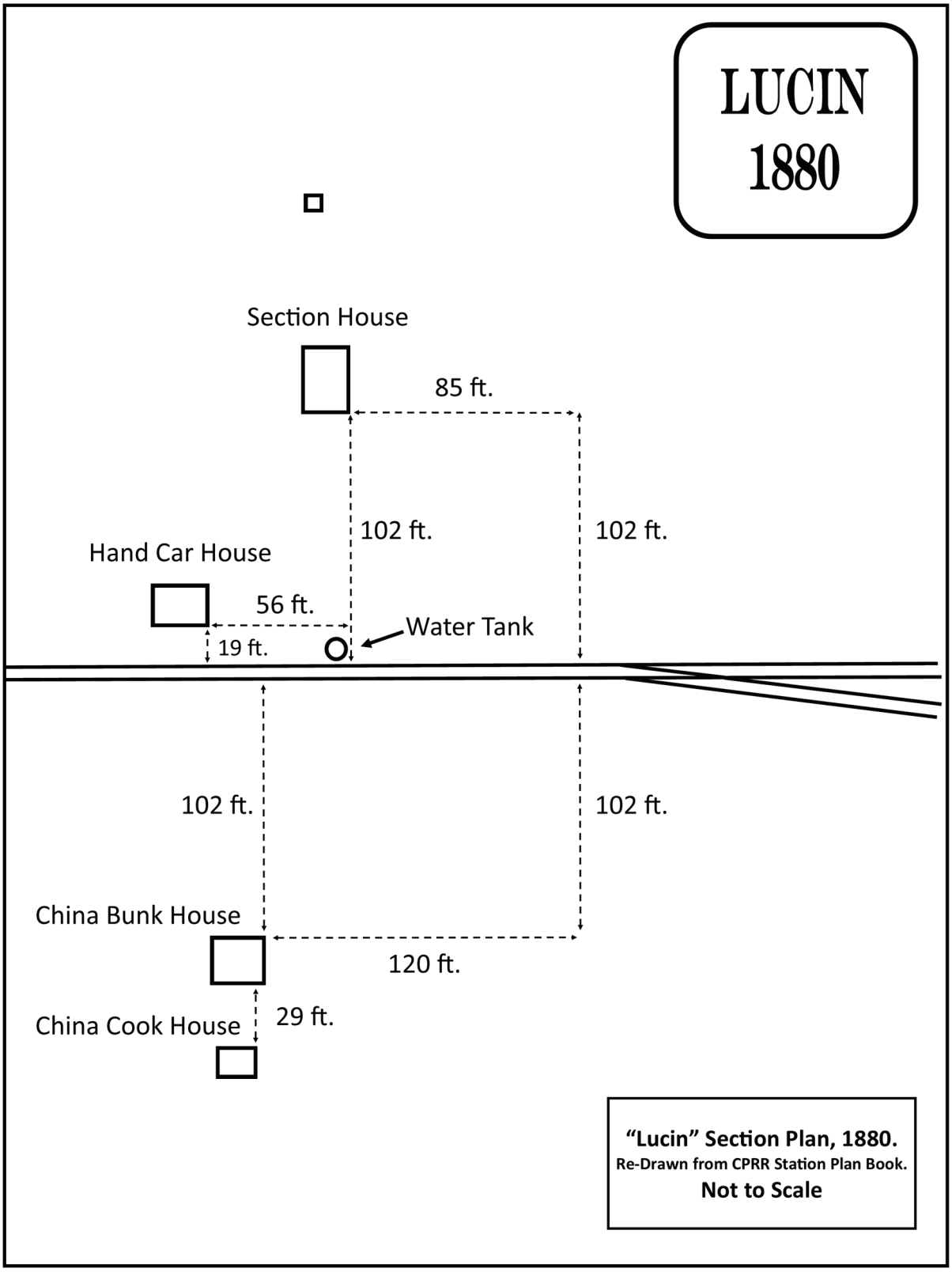

Figure 26: Lucin Section Plan re-drawn from Central Pacific Railroad, Salt Lake Division, Station Plan Book, 1880.

Figure 27: View of Lucin Station to southwest in 1912.
This photo was taken after Lucin had been moved to its new location on the SP mainline in 1905. *Courtesy Western Railway Museum Archives.*

The 1910 census shows the newly created Lucin Precinct with 300 people, 159 who are employed by the railroad. Most of them are foreign born.[16] Included are 58 Japanese, 54 Italians, 18 Bulgarians and one each from Greece and the US. There are 11 foremen including 5 from Ireland, 2 each from Italy and Japan, and 1 each from England and Belgium. Added to this were three signal maintenance workers, one engineer and three telegraph operators.

Large scale construction continues as evidenced by the large number of laborers shown for the precinct. It should be noted that the precinct included other section stations many of which appear to have been occupied. The 1915 USGS Guidebook of the Overland Route listed eight section stations east of Lucin, including (east to west) Lakeside, Strong Knob, Loy, Newfoundland, Lemay, Jackson, Teck, and Pigeon as having "section houses".[17] All of these stations lay within the 1940 Lucin Precinct boundaries (as were Gartney Station west of Lucin and Bovine Station on the Promontory Branch). Considering that few changes occur in that bleak landscape over time, the same boundaries were probably used for the censuses of 1910, 1920 and 1930. Thus, at least some of the railroad workers enumerated for "Lucin Precinct" in 1910 were found in these outlying stations. Extrapolating from known late 19th Century section station counts on the

Promontory Route, it is likely that each of these stations had from 6 to 12 crew and foremen which means that perhaps as few as 50 to as many as 100 of the Lucin Precinct railroad workers lived and worked in these eight different outlying stations with the remainder at Lucin itself.

Beginning in 1906, new Lucin becomes a station servicing many daily passenger, mail, and freight trains on the mainline. As construction work ends and more maintenance takes over, the population within the precinct levels off by 1915 to about 200 (some of those number, as noted above, being at outlying section stations), with laborers maintaining the western portion of the trestle and causeway.[18] In 1915 Lucin has a depot, a store and post office. The Post Office opened on January 27, 1905, eventually closed on August 25, 1959.[19] (Figure 27)

At this time Lucin's capability is ramped up with a stockyard for up to 10 livestock carloads, a service which is increased to 20 in 1940. Apparently, Lucin, among other SP stations in the west, was a large center for the livestock industry early in the 20th Century. Each fall 60 to 75 bands of sheep, averaging about 250,000 head, came to Lucin from the north on one trail. Another 250,000 to 300,000 sheep came on other trails every year. All were kept in the stockyards until they could be loaded and shipped out on the railroad.[20]

Lucin's siding capability increases over the years from 9863 ft in 1909, to 70 car lengths in 1919, to 124 car lengths by 1920. After the mainline is double tracked in the area, siding capacity increases even more to 128 on the Eastbound track and 101 on the Westbound. Other services added to the station include a wye, telephone, and water.[21]

Lucin regains its place as the western terminus of the Old Line in 1916, after Umbria Junction, also on the mainline, is abandoned. It retained this position until 1942 when the Promontory Branch Line is abandoned. With its broad maintenance capability and labor force, new Lucin provided track and structural maintenance services for the first 10 miles east along the Old Line as late as early July 1942.[22]

About the time that Lucin returned to its place as the western terminus of the Promontory Branch the ICC Valuation survey moved through the area and recorded structures, track, and ballast at the new Lucin station. To provide a sense of the size of new Lucin at the time, here is a brief list of the larger structures recorded by the ICC in Lucin during July 1917 (table 13).[23]

The 1920 population of Lucin Precinct (again, including as many as eight other occupied section stations) had grown slightly to 329 people.[24] Construction and maintenance work continued to dominate activities with 146 railroad laborers representing six countries. The Lucin demographic revealed the evolving ethnic mix of the labor pool on the railroad. By far, the largest group of section workers were the 96 from Mexico. There were also 87 Americans, 33 Italians, and 28 Japanese, followed by Serbia (17), Albania (7), Sweden (3), Spain (2), Germany (1), and England (1). There were 12 section foremen within these numbers, six from Italy, three from the US, two from Japan, and one from England. Also present were telegraphers, a timekeeper, carpenter, and watchman. Families accompanied many of the workers.

Section House	Telegrapher Office	Operator's House	6 bunk houses
3 Cook Houses	3 Store Houses	3 Bake Ovens	3 Coal Houses
Ice House	Barn	2 Chicken Houses	Water Tank
4 Tool Houses	Freight House	Tie Sheds	7 privies (1 double)
5 Root Cellars	Track Op. House	Mail Crane	

Table 13: New Lucin, Utah Inventory of Major Structures, July 1917.

In 1923, after a 10-year litigation fight by the SP to retain control of the CP Railroad, the Federal Court in St. Paul, Minnesota upheld a decision of the ICC allowing SP to retain ownership. The U.S. Attorney General chose not to appeal the decision and SP could feel free to invest in infrastructure developments on the CP.[25] As part of this investment, SP double tracked much of its system from San Francisco to Ogden, including 20.3 miles between Valley Pass and Montello, just west of Lucin and, eventually, through Lucin. The increased activity also meant that an enormous amount of crushed rock ballast was needed to re-ballast new roadbed and existing roadbed impacted by larger locomotives and heavier rail. Three large crushing plants were built, one in California, another at Palisade, Nevada and the third at Lucin. The plants had a total capacity of over 150 carloads of rock a day.[26] The SP invested more than $600,000 in these plants, resulting in significantly increased employment.

Two more census counts were carried out at Lucin before the Promontory Branch was abandoned. In 1930 the total population of Lucin Precinct dropped to 259 and railroad operations were a smaller part of the station's economy, though still dominate.[27] There was a total of 89 laborers working for the railroad, 77 from Mexico, 10 from the US and two from Italy. There were seven foremen, three from Italy, three from the US and one from Russia. Miscellaneous railroad jobs included five telegraphers, a conductor, fireman, and machine operator. The Lucin Gravel Quarry, owned and operated by the Southern Pacific, and used to provide crushed rock and ballast for the railroad, was an extremely active part of the station employing at least 30 men. These included laborers, a fireman, miners, machinist, steam shovel engineer, steelworker, and cooks and a waiter at the boarding house. These jobs involved men from eight different countries.

During the 1930s, the population of the Lucin Precinct dropped quite precipitously to a point that, by 1940, there were 94 people counted.[28] This probably reflects both the adverse effects of the Great Depression on the economy and the fact that the railroad had completed roadbed upgrading and double-track construction work and was back to standard maintenance. Immigrant labor was significantly down and railroad employment as a percentage of the precinct population was down to 28 percent, from a high of 52 percent in 1930. It is also likely that the count of Lucin Precinct at this point only represents people at Lucin Station proper. A 1940 Enumeration District map shows that all outlying stations, including Strong Knob, Newfoundland, Lemay, Jackson, Teck, Pigeon, Gartney and Bovine have vacant dwellings, strongly indicating that most section stations were no longer manned.[29] Lakeside may have been the only occupied outlying station in 1940.

The SP employed 13 laborers, eight from the US, three from Mexico and one each from Italy and England. There were four foremen, three from the US and one from Italy. There were also four signal maintenance workers, all from the US and an agent, cook, and quarry watchman. Lucin continued its place on the SP mainline even after the remainder of the Promontory Route was abandoned in 1942. Over the next two decades increased dieselization, use of maintenance-of-way car housing and other efficiency moves allowed SP to reduce infrastructure costs, including reducing or eliminating crews at some stations and consolidating them at others. Between 1944 and 1946, section stations along the Lucin Cutoff just east of Lucin show reduced services.[30] By the early 1960s Lucin is actively shown on far fewer schedules.[31] Over time, the need for occupation at the Lucin Station was eliminated, probably after WWII. The 1980 SP Employee timetable still listed it, along with all the section stations to the east except Newfoundland and Teck, described earlier.[32] Whether Lucin still a listed station on the current Union Pacific Railroad line (which bought the SP in 1996) is not known.

Archaeological Surveys

Aspen Ridge Consultants, L.L.C. (Aspen Ridge) has carried out a number of archaeological surveys of railroad section stations since 2015, including at Lucin (42BO1306). In 2015 a brief inventory of the China Bunk House and China Cook House features and other cultural materials located at the original Lucin station.[33] There is considerable evidence of ethnic Chinese worker activity around the bunk house and cook house areas which were at a considerable distance from the section house occupied by Euro-American. Chinese occupation at Lucin likely did not extend beyond about 1906. The presence of an Italian section hand at Lucin in 1896 suggests changes in crew ethnicity were already underway at that time. (Figure 28)

Figure 28: View down the Transcontinental Railroad grade from Lucin facing northeast. *Photo by Mike Polk, August 8, 2015.*

Newspaper account about Lucin:

From the *Ogden Daily Standard* 1896:

> ***A Fatal Accident.*** *Information was received here yesterday of an accident which occurred on the Southern Pacific at Lucin just of Terrace Wednesday which resulted in the death of J O'Neil, section foreman, and the serious, if not fatal injury of an unknown Italian, a section hand.*
>
> *The accident occurred about 5 o'clock Wednesday evening. The two men were riding on a hand car when a west bound passenger train crashed into the car derailing it.*
>
> *O'Neil, who was on the car was immediately killed and the Italian was seriously injured. The body of O'Neil was taken to Corinne where an inquest will be held.*
>
> *The Italian was brought to this city and taken to the Union Pacific hospital where his injuries were attended to. The injured man has but a meager knowledge of English, and speaks it very badly, so that his name cannot be learned, and he cannot write it.*
>
> *A peculiar feature of the affair was that the engineer of the passenger train, Warner, did not know that he had struck the hand car. O'Neil's body was picked up by a freight in charge of Conductor Tracy.*[34]

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1 Lynn Farrar, *Tracklaying Record of the Central Pacific by Days 27 July 1868 to 08 May 1869 Near Brown, Nevada to Promontory, Utah.* Central Pacific Railroad Photographic Museum, 2005, http://cprr.org/Museum/CPRR_DAILY_TRACKLAYING.pdf (accessed 1-11-21).

2 George Crofutt, *Trans-Continental Tourist's Guide* (New York: Geo. A. Crofutt, Publisher, 1872), 124. https://www.google.com/books/edition/Crofutt_s_Trans_continental_Tourist_s_Gu/lqIXAAAAYAAJ?hl=en&gbpv=1&dq=George+Crofutt,+Trans-Continental+Tourist%E2%80%99s+Guide+(New+York:+Crofutt,+1872)&pg=PA105&printsec=frontcover (accessed 2-21-21).

3 Central Pacific Railroad, [List of Buildings on the Central Pacific Railroad from Sacramento, California to Ogden, Utah, including the Sacramento, Truckee, Shoshone, Humboldt, and Salt Lake Divisions]. August,1869. National Archives and Records Administration, College Park, Maryland.

4 Southern Pacific Company, Right of Way and Track Map (V-1/3). Main Line, Central Pacific Railway Company, Operated by Southern Pacific Company, Salt Lake Division, Box Elder County, Utah, from Station 140.00 to Station 353.93.3, Office of Chief Engineer, San Francisco, California, 1916. In the collection of National Archives and Records Administration, College Park, Maryland."

5 Ancestry.com. *1870 United States Federal Census* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2009. Images reproduced by FamilySearch. "Lucine Section, Box Elder County, Utah".

[6] Railroad Engineer's Report, In: *Annual Report of the U.S. Commissioner of Railroads to the Secretary of the Interior for the Year Ending June 30, 1884,*(Government Printing Office, Washington, D.C., 1884), 86, https://www.google.com/books/edition/_/VjgwAQAAMAAJ?hl=en&gbpv=1 (accessed on 11-9-20); The Central Pacific R.R. Co. v. The United States. No. 15785. Decided January 7, 1891. In: Cases Decided in The court of Claims at the Term of 1890-'91, with abstracts of Decisions of the Supreme Court in Appealed Cases, from October, 1890, to May, 1891, Reported by Charles C. Nott and Archibald Hopkins, Vol. XXVI, Government Printing Office, Washington, 1892, 110. https://www.google.com/books/edition/Cases_Decided_in_the_Court_of_Claims_of/Gv8bAQAAMAAJ?q=ombey&gbpv=1&bsq=quarry#f=false (accessed 11-15-20).

[7] *Ogden Daily Standard,* "Lucin Telegraph Station Burns Down," July 16, 1896, 8.

[8] Ancestry.com. *1880 United States Federal Census* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2009. Images reproduced by FamilySearch. "Grouse Creek Precinct, Box Elder County, Utah".

[9] Ibid.

[10] Central Pacific Railroad, [List of Buildings on the Central Pacific Railroad…].

[11] Southern Pacific Company, *List of Officers, Agencies and Stations,* 1881-1905.

[12] John R. Signor, *Southern Pacific's Salt Lake Division* (Berkeley: Signature Press, 2007), 45.

[13] Signor, *Southern Pacific's Salt Lake Division,* 63; Southern Pacific Company, Salt Lake Division, Employees' Time Table 4, February 1st, 1905, (San Francisco: Southern Pacific Company).

[14] Ancestry.com. *1900 United States Federal Census* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2009. Images reproduced by FamilySearch. "Grouse Creek Precinct, Box Elder County, Utah".

[15] Southern Pacific Company, *Time Table for the Salt Lake Division* (Ogden: Southern Pacific Company, 1909, 1915, 1919, 1920, 1924, 1929, 1934, 1935, 1936, 1937, 1938, 1940, 1941, 1942).

[16] Ancestry.com. *1910 United States Federal Census* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2009. Images reproduced by FamilySearch. "Lucin Section, Box Elder County, Utah".

[17] Lee T. Willis, *Guidebook of the Western United States, Part B. The Overland Route,* Bulletin 612 (Washington: U.S. Geological Survey, 1915), 155.

[18] Ibid, 155.

[19] John S. Gallagher, *The Post Offices of Utah* (Maryland: The Depot), 21.

[20] Richard J. Orsi, *Sunset Limited: The Southern Pacific Railroad and the Development of the American West* (Berkeley: University of California Press), 400.

[21] Southern Pacific Company, *Time Table for the Salt Lake Division,* (Ogden: Southern Pacific Company, 1909, 1915, 1919, 1919, 1920, 1924, 1929, 1934, 1935, 1936, 1937, 1938, 1940, 1941, 1942, 1943, 1944).

[22] Interstate Commerce Commission, *Central Pacific Railway Company Et Al. Abandonment Proceedings.* May 2 and 3, 1942, Salt Lake City (Washington: On File at Interstate Commerce Commission), 109-111.

[23] Interstate Commerce Commission, Bureau of Valuation, Engineering Field Notes of ICC Parties Surveying the Physical Property of Railroads, 1914-29. [Notes concerning Lucin Station on the Southern Pacific, Promontory Branch Line]. Record Group 134: Records of the Interstate Commerce Commission, Bureau of Valuation. Central Pacific Railroad, Box 5820. (College Park, National Archives and Records Administration).

[24] Ancestry.com. *1920 United States Federal Census* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2009. Images reproduced by FamilySearch. "Lucin Precinct, Box Elder County, Utah".

[25] Southern Pacific Company, "Southern Pacific Retains Central Pacific," *Southern Pacific Bulletin,* September 1923: 5-6.

[26] Southern Pacific Company, "S.P. Spending Millions to Improve Lines," *Southern Pacific Bulletin,* September 1923: 3-4.

[27] Ancestry.com. *1930 United States Federal Census* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2009. Images reproduced by FamilySearch. "Lucin Precinct, Box Elder County, Utah".

[28] Ancestry.com. *1940 United States Federal Census* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2009. Images reproduced by FamilySearch. "Lucin Precinct, Box Elder County, Utah".

[29] United States Department of Commerce, National Archives and Records Administration 1940 Census Enumeration District Maps – Utah – Box Elder County – ED 2-1 – ED 2-63, Enumeration District and Related Maps, 1880-1990, Record Group 29: Records of the Bureau of the Census, 1790-2007. https://catalog.archives.gov/id/5840149 (accessed 2-3-21). Add to this information that Bovine Station was abandoned by the railroad in 1939.

[30] Southern Pacific Company, [Salt Lake Division Employee's Timetable] (Ogden, Utah: Southern Pacific Company, 1944 and 1946).

[31] Southern Pacific Company, [Salt Lake Division Employee's Timetable] (Ogden, Utah: Southern Pacific Company, 1960 and 1963).

[32] Southern Pacific Transportation Company, Sacramento Division Timetable 13, (Sacramento: Southern Pacific Transportation Company, October 26, 1980).

[33] Michael R. Polk, *Chinese Railroad Workers at Central Pacific Stations Ca. 1870s-1880s* (Paper Presented at the Annual Meeting of the Society for Historical and Underwater Archaeology, January 6-10, 2016. Washington, D.C.). https://www.researchgate.net/publication/344118706_Chinese_Railroad_Workers_at_Central_Pacific_Stations_Ca_1870s-1880s (Accessed 12-7-20).

[34] *Ogden Daily Standard,* "A Fatal Accident," December 18, 1896, 3.

GROUSE

Established Station:	Formally Abandoned:	Milepost:
January 1, 1905	**January 1, 1908**	**687 miles** *from San Francisco*

Grouse was a short-lived station located on the inhospitable stretch of the Great Salt Lake Desert from Bovine to Lucin. It is not to be confused with a slightly later station named "Grouse" which was established on the CP mainline in Nevada in 1912 between Tecoma and the Nevada-Utah state line.[1] Like several other small, turn-of-the-century stations on the CP in western Box Elder County, Grouse was established primarily to service the livestock industry, perhaps to fill a void of sidings in this long stretch of desolate track. The origin of the name comes from several nearby landforms and a water course, including Grouse Creek, the Grouse Mountains and Grouse Valley, all named for the ubiquitous bird which lives in the area.

Grouse first appears in the SP Station lists in 1905 at milepost 687, as a non-agency, Class A Freight Station. It continues through 1907 and disappears from the list in 1908.[2] Grouse is listed in the 1904 Employee Timetable where it is a regular stop but drops to a flag stop in 1905 and 1906.[3] Due to decreased traffic on the line after the Lucin Cutoff was completed, the Southern Pacific abandoned Grouse as a station by the end of 1907.

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1 John R. Signor, Southern Pacific's Salt Lake Division (Berkeley: Signature Press, 2007), 459.

2 Southern Pacific Company, List of Officers, Agencies and Stations, (San Francisco: Southern Pacific Company, 1900-1908), on file California State Railroad Museum Library, Sacramento.

3 Southern Pacific Company, Salt Lake Division Employee's Timetable, (Ogden: Southern Pacific Company, 1904-1906)

MEDEA

Established Station:	Formally Abandoned:	Milepost:
January 1, 1899	**January 1, 1907**	**693 miles** *from San Francisco*

Medea is another short-lived station along the line between Bovine and Lucin. It was established, primarily to service the livestock industry. The origin of the name for this station is unknown, but the name has origins in Greek mythology, where Medea is the daughter of King Aeetes of Colchis, a niece of Circe and the granddaughter of the sun god Helios.[1]

Medea first appears in the SP Station lists early in 1900 at milepost 693, as a non-agency station with no services shown. Medea likely never had regular railroad personnel on site. It continues as such until 1905 when it becomes a Class A Freight Station.[2] The station disappears from the list by 1907. Medea is listed in the 1904 Employee Timetable where it is a regular stop. In 1905 it is listed as a flag stop and drops from the timetable after this year.[3]

Due to decreased traffic on the line after the Lucin Cutoff was completed, Medea was abandoned as a station by 1907. Raymond and Fike carried out a brief survey of the location and found no features or other evidence of the siding, indicating it was probably lightly used during its life as a station.[4]

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1 Wikipedia.org, "Medea,", (Online Resource: https://en.wikipedia.org/wiki/Medea, Accessed on 9-14-20).

2 Southern Pacific Company, List of Officers, Agencies and Stations, on file, California State Railroad Museum Library, Sacramento, 1900-1907.

3 Southern Pacific Company, Salt Lake Division Employee Timetables, (Ogden: Southern Pacific Company, 1904-1905)

4 Anan S. Raymond and Richard E. Fike, Rails East to Promontory: The Utah Stations, Bureau of Land Management, Cultural Resource Series, No. 8 (Salt Lake City: Bureau of Land Management, 1981), 35. https://www.blm.gov/sites/blm.gov/files/documents/files/Library_Utah_CulturalResourceSeries08.pdf (accessed 12-7-20).

BOVINE

Track Reached Here: March 27, 1869	Established Station: May 17, 1869	Formally Abandoned: March 20, 1939	Milepost: 698 miles *from San Francisco*

Crews of the CP reached the site of Bovine from the west on March 27, 1869, before resting on Sunday the 28th.[1] A short time later it became a station. According to John Van Cott, Bovine was named after nearby Bovine Mountain. He notes that, "'Bovine' referred to the region's cattle industry, which used Bovine Town as its center of operation."[2]

The 1869 CP "Inventory of Buildings" describes a section house built at Bovine, measuring 16 by 30 ft with a kitchen measuring 10 x 20 ft.[3] Later facilities included a train car body, Chinese bunkhouse and cook house, water tank, and siding.[4]

One lone remark was found concerning new construction during the life of the station in the Railroad Engineer's Report for the Commissioner of Railroads. In 1886 a new freight platform was constructed at Bovine.[5] Raymond and Fike also noted this event, though they said it occurred in 1885 and added "…section gangs built a freight platform and replaced some of the Chinese bunkhouses".[6]

In 1870, the federal census for Bovine Section Station counted two foremen, a 27-year-old from Texas and the other a 28-year-old from Ireland, along with 17 Chinese workers, split into two households, with nine and eight individuals.[7] The Chinese ranged in age from 21 to 45, averaging 30 years old.

Early tourist guides along the railroad generally dismissed small section stations such as Bovine. In the case of Crofutt's guide from 1872, it stated, "Eleven miles to the westward. Elevation, 4346 feet. But little of interest to note, the face of the country remaining about the same, though gradually improving."[8] The Pacific Tourist 1884 guide was not much more informative, stating: "Bovine– an unimportant station, with side track for the convenience of passing trains…"[9]

In 1880, Bovine appears within the Grouse Creek Precinct, along with Lucin. On page 6 of the Grouse Creek Precinct, there are 17 railroad workers shown. The south end of Grouse Creek Road ends at Lucin which would make sense for this to be the Lucin station. However, there are two separate households of Chinese, one with nine and the other with six individuals. There are two Irish railroad workers, ages 30 and 45, likely the foremen for two different stations, Lucin and Bovine. Lucin is a station located 10 miles to the west of Bovine. The foreman most likely to be at Bovine is the 30-year-old living in his own household (the other lives with miners which makes it likely he is in Lucin). The second group of six workers is probably attached to Bovine since the census taker was on his way back east from Grouse Creek to count the population in Terrace. The Bovine workers range in age from 28 to 46 with an average age of 36.[10]

Bovine cannot be identified within the 1900 Census despite the fact that the railroad would have needed a permanent crew at that station. A Euro-American Foreman and Chinese crew had been stationed there since 1869 and the fact that this line was still the main transcontinental railroad in the US, it is probable that such was still the case in 1900.

Bovine station is listed shortly after construction of the line in timetables, the first being a handwritten employee timetable, dated May 29, 1869, for the Salt Lake Division from Toano to Promontory.[11] Also, in May 1869, Bovine is listed as a station in a public timetable for the CP.[12] Timetables in 1890 and 1904 show Bovine as a regular station, but by 1905, after completion of the Lucin Cutoff, it drops to a flag stop with two daily mixed trains.[13] In 1909 the siding at Bovine is shown as 4653 ft long and shows that a wye exists at Bovine.[14] However, since the wye is not shown before or after this year, it may have been mistakenly added. There is no physical evidence of such a feature. In 1915, the siding at Bovine is stated to hold 50 car lengths.[15] By 1929 the car lengths drop to 44, indicating removal for use elsewhere on the system.[16] Beginning in 1935 Bovine is no longer listed on timetables since passenger service was dropped. By March 1937, all train service on the line between Watercress and Lucin ended.[17]

Beginning in 1881 SP station lists show Bovine as a non-agency station with no services, but between 1887 and 1889, the station maintained a telegraph station with call number "BO".[18] Bovine begins to be listed as a Class A Freight Station in 1890 and continues as such until its abandonment in 1939.[19] The 1913 List of Officers, Agents and Stations indicate that a freight platform had recently been added at Bovine. Other sources suggest that it may have been constructed in the 1880s.[20] (Figure 29).

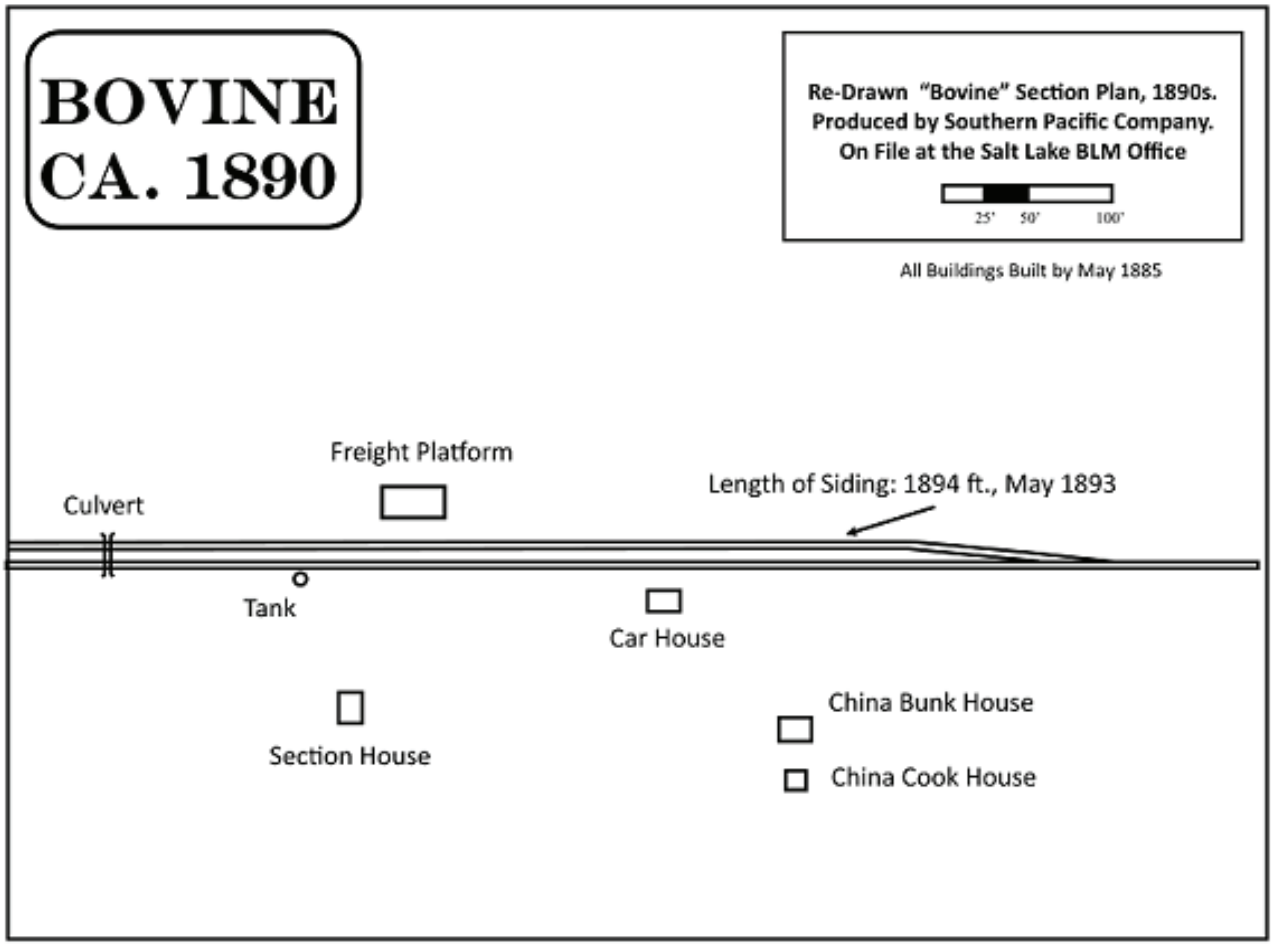

Figure 29: Bovine Section Plan, from Southern Pacific Company ca. 1890s.

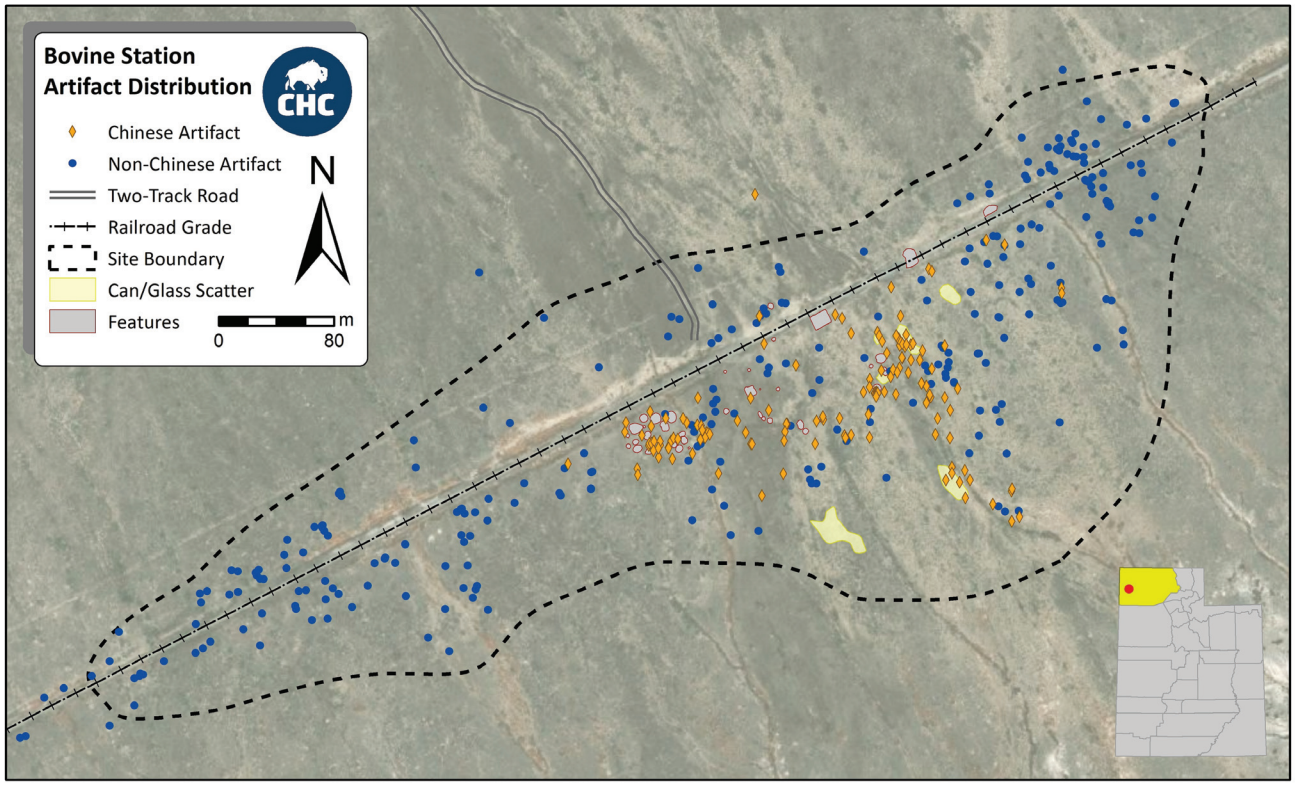

Figure 30: Artifact patterning at the Bovine station, showing concentrations of Chinese and European-American materials. *Map by Cannon Heritage Consultants, 2020.*

Regardless, it remained in place until the station was abandoned in 1939.

When the ICC Valuation survey team came through Bovine in June 1916, there were three structures noted on the SP Track Map, including a tank, 16 x 20 ft section house and a 12 x 14 ft car house. This lay south of a quarter mile-long siding. Though not shown on the drawing, the ICC structures report described that a 35 ft long car body had just been added that year to function as a freight depot and shed.[21]

An interesting note about the end of Bovine's existence comes from a March 20, 1939 newspaper article. For some reason, among all small section stations on the line, which had largely become unoccupied shipping points, Bovine still retained a "stationmaster" on site until it closed, though the newspaper adds that"…trains had not stopped for passengers or freight for a long time".[22]

Archaeological Survey

Aside from the brief survey work carried out at Bovine (42BO2250) by Raymond and Fike in 1981, no professional archaeological surveys were conducted at Bovine until 2016 when USU Archaeological Services was hired by the State of Utah to carry out an inventory. As part of a larger project to better understand the role of Chinese at railroad stations at Terrace and on the Denver and Rio Grande Western Railway

in southern Utah, USUAS undertook a complete mapping of the site to document surface Chinese overseas material culture and associated features. A total of 47 cultural features were identified representing a wide range of both domestic and industrial activities undertaken at the site over its 70 years of existence.[23] (Figures 30 and 31).

Newspaper accounts surrounding Bovine: From the *Salt Lake Herald* 1882:

> *A woman by the name of Mrs. Jones, traveling with a team and wagon, stopped at Kelso's ranch, about thirty-five miles from Kelton. Kelso claims that she owed him some money and she either denied the bill or refused to pay him. After she left he got out papers and with an officer followed her to Bovine, a small station on the Central Pacific Railroad. An altercation ensued between her and the officer, which resulted in a shooting affray, in which she received a full charge of shot, from a double barreled shotgun, in her right breast. She was taken to Kelton and Dr. Carnahan, of this city, was telegraphed for and went up last evening to attend her. We learn this afternoon that she is still alive, with a fair prospect of recovery.*[24]

Figure 31: Archaeologist Houston Martin examines possible Bunkhouse feature at Bovine.
Photo by Cannon Heritage Consultants, 2015.

From the *Deseret News* 1886:

A Railroad Accident on the Central Pacific, in which it was at first reputed that several persons were killed and others injured. Of course, we could learn nothing of the officials of the road, or from the employers-and the latter feel afraid to tell if they know anything about it. Some located the catastrophe at Terrace and others at Toano. A later report which is said to be the correct one, says it occurred at Bovine, and was caused by a big washout, through the bursting of a waterspout. The train was a double header freight, and consisted of nearly twenty box cars some of which were loaded with coal, and quite a number of them were broken up. The engines were ditched, and one brakeman named McLaughlin had his legs badly crushed, and another man named George Burleigh was reported hurt somewhat. Full or further reliable particulars we have been unable to ascertain.[25]

From the *Ogden Semi-Weekly Standard* 1889:

Arrested for Turning a Switch. Yesterday morning Mr. Glen Harris, Southern Pacific detective, arrived in this City from the West having in charge a man named Frank Herman charged with having turned a switch on the Central Pacific road with intent to wreck a train. …. The crime was committed at Bovine, ten miles west of Terrace a short while before the passenger train No. 4 was to pass that point the switch was turned, it is alleged, by Herman. There being a smooth piece of road on each side of this station it has been customary to run from forty to fifty miles an hour in order to make time. The misplacement of the switch was observed by the wife of the section boss residing in the vicinity, who immediately reversed it a few minutes before the train passed by. It is unnecessary to speculate on the probable results, the wreck and carnage which would have followed a passage of the switch had not this woman seen the danger and averted it.[26]

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1 Lynn Farrar, *Tracklaying Record of the Central Pacific by Days 27 July 1868 to 08 May 1869 Near Brown, Nevada to Promontory, Utah.* Central Pacific Railroad Photographic Museum, 2005 http://cprr.org/Museum/CPRR_DAILY_TRACKLAYING.pdf (accessed 1-11-21).

2 John W. Van Cott, *Utah Place Names* (Salt Lake City: University of Utah Press, 1990), 47.

3 Central Pacific Railroad, [List of Buildings on the Central Pacific Railroad from Sacramento, California to Ogden, Utah, including the Sacramento, Truckee, Shoshone, Humboldt, and Salt Lake Divisions]. August,1869. National Archives and Records Administration, College Park, Maryland.

4 Kenneth P. Cannon, Houston L. Martin, Jonathan M. Peart, Molly Boeka Cannon, John Blong, Paul Santarone, Kathy Selma, Kassidy Price and Chris Dunker, The Archaeology of Chinese Railroad Workers in Utah: Results of Surveys in Box Elder and Emery Counties. *USUAS Special Report Number 3* (Logan: Utah State University Archaeological Services, 2016), 27.

5 Railroad Engineer's Report, In: *Annual Report of the U.S. Commissioner of Railroads to the Secretary of the Interior,* (Government Printing Office, Washington, 1886), 22. https://babel.hathitrust.org/cgi/pt?id=umn.31951d00477244u&view=1up&seq=5 (accessed on 11-9-20).

6 Anan S. Raymond and Richard E. Fike, Rails East to Promontory: The Utah Stations, Bureau of Land Management, *Cultural Resource Series,* No. 8 (Salt Lake City: Bureau of Land Management, 1981), 36. https://www.blm.gov/sites/blm.gov/files/documents/files/Library_Utah_CulturalResourceSeries08.pdf (accessed 12-7-20).

7 Ancestry.com. *1870 United States Federal Census* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2009. Images reproduced by FamilySearch. "Bovine Section, Box Elder County, Utah".

8 George Crofutt, *Trans-Continental Tourist's Guide* (New York: Geo. A. Crofutt, Publisher, 1872), 124. https://www.google.com/books/edition/Crofutt_s_Trans_continental_Tourist_s_Gu/lqIXAAAAYAAJ?hl=en&gbpv=1&dq=George+Crofutt,+Trans-Continental+Tourist%E2%80%99s+Guide+(New+York:+Crofutt,+1872)&pg=PA105&printsec=frontcover (accessed 2-21-21).

[9] Frederick E. Shearer, editor, *The Pacific Tourist: The 1884 Illustrated Trans-Continental Guide of Travel from the Atlantic to the Pacific Ocean* (New York: Adams & Bishop, Publishers, 1884), 190. https://www.google.com/books/edition/The_Pacific_Tourist/uZA1AQAAMAAJ?hl=en&gbpv=1&dq=Shearer,+Frederick+E.,+Editor,+The+Pacific+Tourist+(Adams+%26+Bishop,+Publishers,+New+York,+1884)&pg=PA3&printsec=frontcover (2-21-21).

[10] Ancestry.com. *1880 United States Federal Census* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2009. Images reproduced by FamilySearch. "Terrace Section, Box Elder County, Utah".

[11] John R. Signor, *Southern Pacific's Salt Lake Division* (Berkeley: Signature Press, 2007), 45.

[12] Central Pacific Railroad, "Public Timetable to Ogden, Utah, 1869" http://www.sacramentohistory.org/admin/photo/271_760.pdf (accessed 2-21-21).

[13] Signor, *Southern Pacific's Salt Lake Division*; Southern Pacific Company, Salt Lake Division Employee Timetable, 1904, 1905.

[14] Southern Pacific Company, *List of Officers, Agencies and Stations,* (Ogden: Southern Pacific Company, 1909) (On file Sacramento: California State Railroad Museum Library).

[15] Southern Pacific Company, Time Table for the Salt Lake Division 11, June 15th, 1915, (Ogden, Utah: Southern Pacific Company).

[16] Southern Pacific Company, Time Table for the Salt Lake Division 47, June 17, 1934, (Ogden, Utah: Southern Pacific Company).

[17] Signor, *Southern Pacific's Salt Lake Division,* 207; Southern Pacific Company, [Salt Lake Division Employee Timetables] (Ogden: Southern Pacific Company, 1935, 1936, 1937, 1938, 1940, 1941).

[18] Southern Pacific Company, *List of Officers, Agencies and Stations,* (San Francisco: Southern Pacific Company, 1883-1889).

[19] Southern Pacific Company, *List of Officers, Agencies and Stations,* (San Francisco: Southern Pacific Company, 1890-1940), on file at Sacramento: California State Railroad Museum.

[20] Cannon et al., *Archaeology of Chinese Railroad Workers in Utah,* 27.

[21] Interstate Commerce Commission, *Bureau of Valuation, Engineering Field Notes of ICC Parties Surveying the Physical Property of Railroads, 1914-29. [Notes concerning Bovine Station on the Southern Pacific, Promontory Branch Line]. Record Group 134: Records of the Interstate Commerce Commission, Bureau of Valuation. Central Pacific Railroad, Box 5820,* (College Park: National Archives and Records Administration); *Southern Pacific Company, Right of Way and Track Map, V-2/1, Part of Promontory Branch from Lucin to Beginning of Leased Line west of Cecil Junction, Southern Pacific Company, Salt Lake Division, Box Elder County, Utah from Station 146.45 to Station 341.87,* (College Park: National Archives and Records Administration).

[22] *Salt Lake Telegram,* "Box Elder County S.P. Station Discontinued," March 20, 1939, 5.

[23] Cannon et al., *Archaeology of Chinese Railroad Workers in Utah,* 28.

[24] *Salt Lake Herald,* "A Woman Shot," October 18, 1882, 8.

[25] *Deseret News,* "A Railroad Accident," August 18, 1886, 9.

[26] *Ogden Semi-Weekly Standard,* "Arrested for Turning a Switch," August 8, 1889, 4.

WALDEN

Established	Formally Abandoned:	Milepost:
December 26, 1898	**January 1, 1907**	**705 miles** *from San Francisco*

Walden existed for a brief time along the line between Terrace and Bovine. It was established, primarily to service the livestock industry in western Box Elder County. The origin of the name for this station is unknown.

Walden first appears in the SP Station lists in December of 1898 where it was written in as a new station between Terrace and Bovine, at MP 705, as a non-agency station with no services shown. By 1905, Walden was designated as a Class A Freight Station, but disappears from the list by 1907.[1] Walden is listed as a stop in the 1904 Employee Timetable and in 1905 it is listed as a flag stop.[2] It drops from timetables after this year. Due to decreased traffic on the line after the Lucin Cutoff was completed, Walden was abandoned as a station in late 1906.

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1 Southern Pacific Company, *List of Officers, Agencies and Stations,* (San Francisco: Southern Pacific Company, 1898-1906), On file at Sacramento: California State Railroad Museum Library.

2 Southern Pacific Company, *List of Officers, Agencies and Stations,* 1904-1905.

WATERCRESS

Established 1914	Formally Abandoned: July 30, 1942	Milepost: 707 miles *from San Francisco*

Watercress was a more recent station on the line, originally established in about 1914.[1] The station was created, in part, to replace Terrace which lost nearly all of its infrastructure in 1904 when the division point for the railroad was moved to neighboring Banvard, Nevada, and a few years later to adjacent Montello.[2] Watercress served primarily as a maintenance station, though it also served as a shipping point for livestock and commodities, as needed by the surrounding community. Watercress first appears on SP station lists in 1918, though ICC documents from their survey of the station in 1916 indicate that structures were built and had been inhabited since at least 1914.[3] The origin of the name is likely the watercress plant which grew profusely in the area.[4]

Despite its appearance in ICC documents in 1916, a considerably earlier date is suggested for establishment of some form of the Watercress station. The dismantlement and eventual demise of nearby Terrace beginning in 1904 made it important that SP consider the establishment of another station to service this portion of the line. The site for this station appears to have been Watercress. As part of long-range planning, it is likely that the SP contracted for a water pipeline to be built to Watercress at about the same time as a pipeline was extended from Terrace to Lemay Station on the Lucin Cutoff, ca. 1905-1906.[5] BLM archaeologists Raymond and Fike indicated as much when they said that water was diverted to Watercress after the abandonment of Terrace.[6] (Figure 32)

Figure 32: Rosebud Creek to Watercress Aqueduct (42BO1179). Looking southeast at the exposed section of the Rosebud Creek to Watercress Aqueduct. This is a portion of an 8-inch diameter wire-wound, wooden pipe built with eight, 4-in-wide redwood staves. *Photo courtesy Alpine Archaeological Consultants, Inc.*

This new line brought water to Watercress from the same source as the pipeline that served Terrace, beginning about one mile south of the dam on Rosebud Creek.[7] The line is known as the Rosebud Creek to Watercress Aqueduct (42BO1179). It was a seven-mile-long pipeline recorded during Alpine Archaeological Consultants' survey of the Ruby Pipeline in 2009. The Alpine crew found and excavated a portion of this pipeline, four feet deep, during data recovery. According to Alpine, "The pipe was found to consist of an 8-in-exterior-diameter (7-in-interior-diameter) wire-wound, wooden pipe constructed of eight, 4-in-wide redwood staves."[8] This is what is known as a stave pipe. Though other options, such as

Figure 33: Photo of railroad cross-tie dugout, likely a cellar, at Watercress, facing west. *Photo by Chris Merritt, Utah State History, 2018.*

metal piping, were available to the company, it is likely that this type of pipe was chosen due a distinct difference in cost. In this case about a 27% cost savings.[9] (Figure 33)

Problems developed during research of this station when, what appear to be internal discrepancies, were found within ICC valuation documents regarding a location called "West Terrace" and Watercress.[10] From careful analysis of the information, it appears that both West Terrace and Watercress are the same station with some discrepant structural descriptions between the two. The station lay about two miles west of the original Terrace station. (Figure 33)

When Watercress first appears in the SP Station Lists in 1918, it is shown as a Class A Freight Station with platform. Beginning in 1922 and continuing until it is abandoned in 1942, Watercress increases in importance as a livestock shipping center for the area. The SP Station List shows Watercress has stockyards with available siding room for up to four carloads of livestock, though for sheep only.[11] In fact, it appears that Watercress had this capability far earlier than 1922 as exhibited by the SP Track Map for 1916 showing two corrals and a barn at Watercress.[12]

SP Employee Timetables list Watercress as a flag stop beginning in 1919 when the route served a mixed train east on Wednesdays and one mixed train west on Tuesdays and shows that the siding has room for 15 car lengths.[13] In 1920, the station gains a telephone and up through 1935 it maintains the scheduled two trains per week. In 1920, the siding car length size drops to eight and Watercress is identified as a water station.[14] A March 31, 1937 Utah Public Service Commission directive ended all operations between Watercress and Lucin and reduced service from Watercress to Kelton to "on-call" freight service only.[15]

Considerable information was obtained from several datasets of information in the ICC Valuation survey records from 1917. As mentioned above, there is internal disagreement about numbers and sizes of structures, but overall, Watercress seems to be a domestic station consisting of a section house, bunk house, 34 ft long carbody acting as a storehouse, an icehouse, a barn, two corrals, and a large 16 ft diameter wooden water tank in a frame housing, all of which seem to date to about 1913 or 1914 or even as early as 1896.[16] The tank was built in 1883. Visitors to Watercress today will see large concrete footers on the east side of the track which once supported a water tank.[17] It is quite possible that this water tank was originally built at Terrace and may have been moved to Watercress after Terrace lost its division status in 1904. This tank drew its water from the Rosebud Springs to Watercress Aqueduct described earlier.[18]

In a memo within the ICC 1917 report, an SP Official wrote to the ICC Valuation team on January 31, 1920, that "The Salt Lake division officials advise that the buildings at Watercress were constructed at the same time the pipe lines were built".[19] Unfortunately, no indication of when the pipelines were built is included.

However, it is known from the ICC reports that Watercress buildings date to about 1913, suggesting a possible date for the pipeline construction. This is about the time that the Terrace pipeline was extended to Lemay Siding on the Lucin Cutoff, suggesting that there was a need to increase the water supply to the area, specifically to Watercress which by this time had replaced Terrace as a maintenance station.

As railroad needs changed in the 1920s and into the 1930s, Watercress was an active maintenance station. As late as June 1942, there was still a section gang, consisting of a foreman and two crew, permanently stationed at Watercress to maintain track for an undetermined distance toward Kelton (where another crew of 3 men were stationed) and to within 10 miles of Lucin where mainline crews at Lucin covered the last 10 miles of the line, though whether this was necessary concerning the ICC directive of 1937 is not known.[20]

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[1] Interstate Commerce Commission, *Bureau of Valuation, Engineering Field Notes of ICC Parties Surveying the Physical Property of Railroads, 1914-29. [Notes concerning West Terrace on the Southern Pacific, Promontory Branch Line]. Record Group 134: Records of the Interstate Commerce Commission, Bureau of Valuation. Central Pacific Railroad, Box 5820.* (College Park: National Archives and Records Administration, 1917).

[2] Shawn Hall, *Connecting the West: Historic Railroad Stops and Stage Stations in Elko County, Nevada* (Reno: University of Nevada Press, 2002), 56-57.

[3] Interstate Commerce Commission, *Engineering Field Notes of ICC Parties,* 1917.

[4] John W. Van Cott, *Utah Place Names* (Salt Lake City: University of Utah Press, 1990), 391.

[5] *Salt Lake Tribune,* "Work on Big contract", December 14, 1905, 12; [Pipeline to Lemay Station complete], *Ogden Daily Standard,* July 28, 1906, 6.

[6] Anan S. Raymond and Richard E. Fike, Rails East to Promontory: The Utah Stations, Bureau of Land Management, *Cultural Resource Series,* No. 8 (Salt Lake City: Bureau of Land Management, 1981), 40. https://www.blm.gov/sites/blm.gov/files/documents/files/Library_Utah_CulturalResourceSeries08.pdf (accessed 12-7-20).

[7] Jenn Mueller, Matthew J. Landt, Jack E. Pfertsh, and Rand A Greubel, *Addendum 1 to Class III Cultural Resource Inventory of the Ruby Pipeline Project: Utah Segment – Rich, Cache, and Box Elder Counties* (Montrose: Alpine Archaeological Consultants, 2009), 166.

[8] Rand A. Greubel, Jenn Mueller, Jeremy Omvig, Matthew J. Landt, Jack E. Pfertsh, Martha Bright, Charles A. Reed, R. David Satterwhite, Sara A. Millward, Abbie L. Harrison, Michael J. Prouty, and Tracy L. Hoose, *Ruby Natural Gas Pipeline – Northern Utah. Volume 1: Archaeological Data Recovery Report* (Montrose: Alpine Archaeological Consultants, Inc., 2013), 373.

[9] Greubel et al., *Ruby Natural Gas Pipeline*, 375.

[10] Interstate Commerce Commission, *Engineering Field Notes of ICC Parties,* 1917; Interstate Commerce Commission, *Bureau of Valuation, Engineering Field Notes of ICC Parties Surveying the Physical Property of Railroads, 1914-29. [Notes concerning Watercress Station on the Southern Pacific, Promontory Branch Line]. Record Group 134: Records of the Interstate Commerce Commission, Bureau of Valuation. Central Pacific Railroad, Box 5820.* (College Park, Maryland: National Archives 1916).

[11] Southern Pacific Company, *List of Officers, Agencies and Stations,* (San Francisco: Southern Pacific Company, 1922-1942). On file Sacramento: California State Railroad Museum Library.

[12] Interstate Commerce Commission, *Bureau of Valuation, Engineering Field Notes of ICC Parties Surveying the Physical Property of Railroads, 1914-29. Acct. 35 – Miscellaneous Buildings Water Cress, Mile 770.0. Record Group 134: Records of the Interstate Commerce Commission, Bureau of Valuation. Central Pacific Railroad, Box 5820* (College Park: National Archives and Records Administration, 1916)

[13] Southern Pacific Railroad, Time Table for the Salt Lake Division 3, June 8th, 1919, (Ogden, Utah: Southern Pacific Company).

[14] Southern Pacific Company, *Salt Lake Division Timetables,* (San Francisco: Southern Pacific Company, 1920, 1924, 1929, 1934, 1935, 1936, 1937, 1938, 1940).

[15] Don Strack, [SP received Utah PSC approval to discontinue service on the Promontory Branch between Kelton and Water Cress], 1937. https://utahrails.net/sp/sp-in-ut.php (Accessed 10-16-20).
John R. Signor, Southern Pacific's Salt Lake Division (Berkeley: Signature Press, 2007), 207.

[16] Interstate Commerce Commission, *Engineering Field Notes of ICC Parties,* 1916.

[17] Interstate Commerce Commission, *Engineering Field Notes of ICC Parties,* 1916.

[18] Greubel et al., *Ruby Natural Gas Pipeline,* 373.

[19] Interstate Commerce Commission, [Memo from J. B. Pope to Mr. O. K. Mehlmann regarding questions about buildings and the water pipeline at Watercress] (College Park: National Archives and Records Administration, 1920).

[20] Interstate Commerce Commission, "Central Pacific Railway Company et al. Abandonment Proceedings", [unpublished transcript of hearings held in Salt Lake City, May 1 and 2]. Finance No. 13655, Interstate Commerce Commission, Washington, D.C. (College Park, Maryland: National Archives and Records Administration, 1942), 109-111.

TERRACE

Track Reached Here: March 31, 1869	Established May 17, 1869	Formally Abandoned: August 20, 1932	Milepost: 709 miles *from San Francisco*

CP crews reached the future site of Terrace, Utah on March 31, 1869. A few months later, the construction camp became a formal station and grew into one of the most important railroad centers in Utah. The town is named for the nearby terraces of ancient Lake Bonneville.[1]

Terrace lacked the most key of natural resources to support a railroad town, water. Nevertheless, topographically it lay in a strategic location as described by Signor:

> *It was grades that dictated the location of Terrace as well. The Promontory line had curves of up to 10 degrees and two major grades. Between Bovine and Kelton, grades of 1.35 percent east and 1.4 percent west were used to surmount the Hogup [Red Dome] Mountains. .... Further west, there was the long westbound grade from Montello up to Toano. Such a profile demanded helpers and so the terminal of Terrace, Utah, was established.... The area was desolate, so water was brought into this isolated spot by [redwood] pipe from the Clear Creek Range [Grouse Creek Mountains], 15 miles to the north, for consumption by the workers and the stable of engines operating from this roundhouse. Freight trains were limited to an average of 18 cars and every train was double-headed in and out of Terrace. Helpers went west as far as Toano and yard engines pushed behind going east.*[2]

Terrace's Early Years 1869-1880

In addition to being established as a helper station, Terrace was also designated as the maintenance and repair facility for the Salt Lake Division, which at that time operated from Toano, Nevada to Ogden.[3] (Figure 34)

Figure 34: Terrace, Utah, facing southwest, ca. 1875. *Used by permission, Utah State Historical Society.*

The railroad's struggles to establish a yard and facilities at Ogden in the early 1870s enhanced Terrace's appeal to fill this gap. Such an operation required substantial infrastructure, and Terrace was built from scratch which allowed the railroad to use the blank slate for a well-organized facility.

Water, the Essential Element

Water was the most critical component for the station's success, and there are no surface water sources near Terrace. As soon as the railroad arrived in Terrace, one of the first projects was identifying and procuring a stable water source for the town and for locomotives.

A pipeline was built to bring water from several springs in the Grouse Creek Mountains 12 miles north northwest of Terrace. These included the Rosebud and Warm spring area. The pipeline began at a constructed dam about 6 miles north of the town.[4] The pipeline shows a split about two miles north of Terrace with one line going to Terrace and the other to, seemingly, what has been described informally as "Old Terrace". Archaeologists Raymond and Fike reported that the water from the pipeline to Terrace was stored in three tanks and at the Atheneum.[5] The original pipe put into service was made from roughly hewn redwood logs about 6 by 6 inches in diameter with a 3½ inch bore.[6] In that era, wood bored pipes were a common way to transport water over long distances, with lengths of pipe joined by mortise and tenon ends and a hand-wrought iron hoop around that connection. During an archaeological survey and data recovery project for the Ruby Pipeline, Alpine Archaeological Consultants found fragments of this pipeline north of Terrace along the alignment shown on the General Land Office (GLO) maps. (Figure 35) The same type of wooden pipeline was reported to have been used in CP's construction of a water pipeline from springs in the southern Raft River Mountains to Kelton station.[7]

Wooden pipelines were probably also installed to supply water to Lucin, Rozel and Blue Creek stations. Such technology was used more widely during this time to move water at other facilities such as the Fort Douglas Army installation in Salt Lake City. The Army used 4 in square wood pipes with a 2½ in bore. In this case, however, they were used to carry wastewater away from fort buildings, from about 1870 to as late as 1888.[8]

Figure 35: Terrace Aqueduct (42BO1335). [Wooden pipe] View to southeast showing a bored redwood log bored pipe representing a segment of the original pipeline serving Terrace Station, installed in 1869. *Photo courtesy Alpine Archaeological Consultants, Inc.*

CP's initial use of wood pipe to bring water from springs to the railroad was cited by Chief Engineer S. S. Montague in his section of the Annual Report to the Stockholders in 1873 where he noted, "The expenses of this department have been heavier than during the previous year, owing principally to the removal of a large amount of water pipe, (substituting iron for wooden pipe at first used)."[9] This statement also provides a timeline for the first

use of iron pipe at Terrace and other stations along the Promontory Route where water was transported from springs to railhead including Lucin, Kelton, Rozel and Blue Creek stations. In the CP Board Secretary's portion of the 1873 report and the Secretary's Report for 1872, together, the line item for "Water Service", which would have included water tanks as well as water pipelines, was substantially larger than any to occur in the next seven years.[10] In fact, no year exceeds that spent in 1872 ($91,000) until the early years of the 1880s when large water tanks began to be built on the CP line.

An 1882 report indicated that a new 3-inch diameter metal pipe was laid that year to carry water 8¾ miles to a new 50,000-gallon water tank.[11] It is likely that this is the pipeline which replaced the iron pipe installed in 1873 described above. Raymond and Fike cite an engineering report that indicated that a 3½ inch metal pipe was installed in October 1887 using "Chinese and Anglo section crews".[12] Whether this was a different pipe from the one described as laid in 1882 is not known.

During Alpine's earlier survey work on the Ruby Pipeline Project, archaeologists found discontinuous segments of riveted pipe sections adjacent to the wooden pipe, which likely represent the second construction project of either 1882 or 1887.[13] During its data recovery phase of work, Alpine excavated a portion of the pipeline at 3½ ft deep and recorded a 4-in-diameter metal pipeline put together in under five-foot-long lengths. The type of pipe found, manufactured between 1858 and 1900, is referred to as "longitudinally riveted" or "full-riveted" pipe, a type commonly used in the late 19th Century.[14] Two of the pipe sections were heavily damaged at the ends, leading the archaeologists to speculate that other portions of the pipeline had been removed by chain or cable attachment.[15] (Figure 36) To alleviate the need for or, perhaps, to supplement the piped water to Terrace, Raymond and Fike also note that, in 1892, three

Figure 36: Terrace Aqueduct (42BO1335). View to the north-northeast at a section of longitudinally riveted pipe on the ground surface that was once part of the Terrace Aqueduct. It was removed during an upgrade to the aqueduct in the early 20th Century. *Photo Courtesy Alpine Archaeological Consultants, Inc.*

separate unsuccessful efforts were made to drill wells for water in the town.

Not long after Terrace had been largely moved out to Banvard, Nevada, in late 1905 (see **The Final Two Blows: 1900s Terrace** to follow), the SP initiated a contract to have the water pipeline extended southward to Lemay and other stations on the Lucin Cutoff where the railroad had to bring in water in tank cars.[16] Alpine's data recovery work in documenting the wood bored pipe and metal riveting pipe also resulted in identifying two adjacent parallel 4-in-diameter cast iron pipes.(Figure 37) Coupled with evidence of the damaged riveted pipe, Alpine suggested that the new parallel pipelines were part of the Corey Construction project to extend the waterline south to Lemay Section Station. The presence of two 4-in.-diameter pipes indicates that the water volume was increased as well.[17] The success of the extended pipeline from Terrace prompted the SP to extend the line another 28 miles east to Strong Knob Station in 1910, making this the longest water pipeline in the United States.[18]

Figure 37: Terrace Aqueduct (42BO1335). View to the west of parallel pipes representing the most recent remains of the Terrace Aqueduct that were unearthed by backhoe trenching along the Ruby Pipeline centerline. *Photo courtesy Alpine Archaeological Consultants, Inc.*

This need for more water probably precipitated construction of another line from about one mile south of the dam on Rosebud Creek southward to Watercress, a relatively new station 2.3 miles west of Terrace.[19] This line is known as the Rosebud Creek to Watercress Aqueduct (42BO1179), an eight-mile-long pipeline recorded during Alpine's survey of the Ruby Pipeline. The Alpine crew excavated a portion of this pipeline at four feet deep during data recovery. According to Alpine, "The pipe was found to consist of an 8-in-exterior-diameter (7-in-interior-diameter) wire-wound, wooden pipe constructed of eight, 4-in-wide redwood staves".[20] This is what is known as a "stave pipe". Though other options, such as metal piping, were available to the company, it is likely that this type of pipe was chosen due a distinct difference in cost; in this case about a 27% cost savings for materials alone.[21]

And Infrastructure as well

An operation as large as CP envisioned for Terrace required substantial infrastructure. The shops at Terrace, as listed in the building inventory from 1869, consisted of the following:

Table 14: Structures and their size at Terrace, ca. 1880s.[22]

Building	Size
Machine Shop	*80 x 117 feet*
Round House	*10 stalls 60 x 17 feet 5 inches each*
Car Shop	*60 x 140 feet*
Water Tanks	*2 with 4 tubs each capacity 20,600 gallons*
Section House	*16 x 30 feet kitchen 10 x 20 feet*

Written alongside the section house description was *telegraph office*, showing that Terrace was fully equipped as a station from its birth. Railroad historian Don Strack describes how the facilities grew over time at Terrace. While it did not have a car shop as that was in Ogden, Terrace's repair facilities in the 1870s were described as having:

> *...an erecting and machine shop under the same roof, along with a boiler, pipe and blacksmith shop also under one roof. Terrace averaged repairs to three locomotives per month, performing what was called general repairs. Other work covered renewal of fire boxes [inside locomotive boilers] and the full or partial renewal of flues and fire boxes.... Terrace handled an average of 650 locomotives per month. .... About 125 men were employed at Terrace, including the roundhouse force, and about two-thirds, aside from the mechanics, were all Chinese*.[23]

Terrace grew quickly as an important CP station. In 1872 division repair shops were erected at Terrace ushering in the station as a division point on the railroad, one of only eleven on the CP.[24] As early as 1872 a 10-stall roundhouse was in place.[25] Other shops had been completed and the roundhouse grew to 15 stalls by 1884. This is in addition to Terrace hosting the machine and repair shops of the Salt Lake Division.[26] The 1879 Commissioner of Railroads Report noted that the Terrace "engine-house" (a term which also included roundhouses) was of frame construction and, was one of only 12 existing along the entire CP line.[27] A coal house, roofed with galvanized corrugated iron, with a coal platform was built and an iron turntable erected at Terrace in 1877.[28] In 1878 a new water tank was installed[29] and in 1883, a new Eating House, casting shed and coal house, and a new hotel the same year were constructed at a total cost of $15,187.50.[30]

Speaking to the importance of Terrace to the railroad and the region, the town possessed a two-story depot which was built in 1882, a post office which opened on February 28, 1872 and had a bustling commercial district and even small neighborhoods.[31] Despite being predominately railroad oriented, Terrace also served the miners exploring mineral rich mountains outside of town.

The 1870 Census provides some additional understanding of Terrace's early days. There were 125 people enumerated in Terrace in June 1870, which included seven families.[32] Eighty-eight were railroad workers, and 16 of those were Chinese. In addition, three Chinese were cooks, two were laundrymen and one was a waiter, making Terrace one of the largest concentrations of Chinese population in Utah Territory at the time. It grew even more by 1880. All 16 of the Chinese who worked for the railroad appear to have been part of the maintenance crew. These men all lived in the "Section Station" and ranged in age from 12 to 55, averaging 23. There were two foremen in town, one from Ireland, age 21, the other from New York, age 39. The 1870 census also included 12-yr old Ass Ah, possibly the youngest recorded employee of the CP.

Terrace's Heyday 1880-1890

A general description of Terrace as it existed in the early 1880s comes from the *Pacific Tourist* of 1882:

> *Terrace– a railroad town on the edge of the Great American Desert. It is 709 miles from San Francisco, with an elevation of 4,544 feet. Here is a fifteen-stall roundhouse, and the machine and repair shops of the Salt Lake Division of the Central Pacific Railroad. ...The town has about 300 people, which includes not only the railroad men and their families, but those who are here for the purpose of trade and traffic with them.*

The water tank here, as at a good many stations on this road, is supplied with water brought through pipes from the springs in the mountains. The town has two or three stores, saloons and an eating-house, where railroad men and emigrants take their meals. About ten miles north are the Rosebud Mines, and eighteen miles the Newfoundland district, all awaiting development.[33]

By the 1880 federal census numbers, the town had grown considerably, to a total of about 233 people.[34] Since Terrace was a Precinct by this time, two other railroad stations, Ombey and Matlin located to the east, were included, which enlarged Terrace Precinct by 19. It is also probable that a few outlying ranches were included as well. Ninety-one of the Terrace citizens appear to have worked directly for the railroad and others in varying jobs such as butcher, teacher, merchant, waiter, liquor dealer, miner, grocer and farmer. There were 37 Chinese men working for the railroad in 1880. About 15 worked at various jobs in the railroad roundhouse and other shops and another 22 were laborers on track maintenance. Thirteen Chinese were engaged in other occupations such as cook, storekeeper, grocer, laundryman, gardener and even a tailor. Track maintenance crews lived in two different parts of town, each group was found living near two sets of Irish foremen, ages 30, 30, 32, and 34. The Chinese maintenance workers ranged in age from 18 to 52, averaging 31 years. By this time there were 32 families represented in the population, which is why a school then existed in Terrace.[35]

An extensive group of drawings prepared in 1880 depicts more than 26 railroad related structures then in Terrace. These do not include commercial, industrial, and private structures in Terrace, some of which were described by Raymond and Fike.[36] The railroad structure table suggests how relatively large the community was at the time. (Table 15)

The wooden coal shed, erected in 1884, was 62 by 312 feet in size with a corrugated iron roof.[38] Among other buildings depicted, the round house and engine house are of particular interest. The railroad had a 15-stall roundhouse and turntable, and a six-stall engine house. An original Machine shop was constructed sometime earlier than 1880. It was likely of wood. Its destruction by fire and its imminent reconstruction was described in a newspaper article:

Railroad Shops at Terrace. *Our readers remember the conflagration on May 22d, at terrace by which the entire railroad machine shop of the C.P.R.R. Co., was destroyed, including all the machinery belonging to the company and the tools of all the employees. The company, however, was not discouraged, but went to work at once with rebuilding. We have learned that the brick foundation for the new shop is now finished and the putting up of the frame structure will be done in about three weeks, when everything will move on in running order. The shop measures eighty feet square, one story high. The works are under*

Table 15: Railroad Structures Shown on Southern Pacific Drawing of Terrace, Utah ca. 1880.[37]

Hand Car Houses	Library	Blacksmith Shop	Freight House
Section House	Bath House	Iron Shop	Telegraph Office
Wood House	Engine House	Charcoal House	Car Inspector's House
China Bunk House	Coal House	Lumber House	Sand House
China Cook House	Incline Platform	Bunk House	Sand Platform
Old Water Tanks	Machine House	Tin Shop	Coal Platform
50,400-gallon Water Tank	Passenger Platform	Round House	Turntable

the direction of the Master Mechanic, Mr. Jas. Lamb, who has under him a large force of men, composed of 15 machinists, three boiler-makers, ten roustabouts, and some 25 Chinamen wipers.[39]

The CP, in its effort to recoup expenses, reported in a Supreme Court case that the loss from the Machine shop fire totaled $2,500, machinery and tools $3,244.80. The case also revealed that the CP undertook rebuilding of the shop and completed it on December 31, 1881 at a cost of $9,315,05. Machinery and tools added an additional $1,670.36 to the cost.[40]

In 1882 building projects continued at Terrace with construction or remodeling of the depot in April for a cost of $2,545.41. Additionally, a coal platform was built, and machinery and tools purchased.[41] Also in December of that year, a fire destroyed a water tank at a loss of $75.00. The low value suggests that it was an older tank, probably the one constructed in 1869 and identified to have had four tubs inside the structure holding a combined capacity of 20,600 gallons.[42] In June of the following year a casting shed was added and in December, an "eating house". The Eating House construction cost was $9,396.24.[43]

In February 1884 a coal house was added in the Terrace railroad yards. Construction continued toward the end of the decade. In 1889 a new engineer's bunk house was built and the railroad added new tools and machinery to the existing shops costing more than $20,000.[44] (Figure 38)

Unlike so many of the small section stations on the route, Terrace boasted not only a China bunk house and cook house, but a separate bunk house for non-Chinese. It is likely that the average-sized Chinese bunk house (16 by 22 ft) and cook house (12 by 14 ft) were set aside for railroad track maintenance workers. The Chinese structures were located more than 600 ft from the other railroad bunk house. Not surprisingly, the larger Chinese community in Terrace built their own structures in the vicinity of the Chinese bunk house, thus creating Terrace's "Chinatown". The non-Chinese bunk house measured 16 by 36 ft in size and had three partitioned rooms and an addition, perhaps a kitchen.[45]

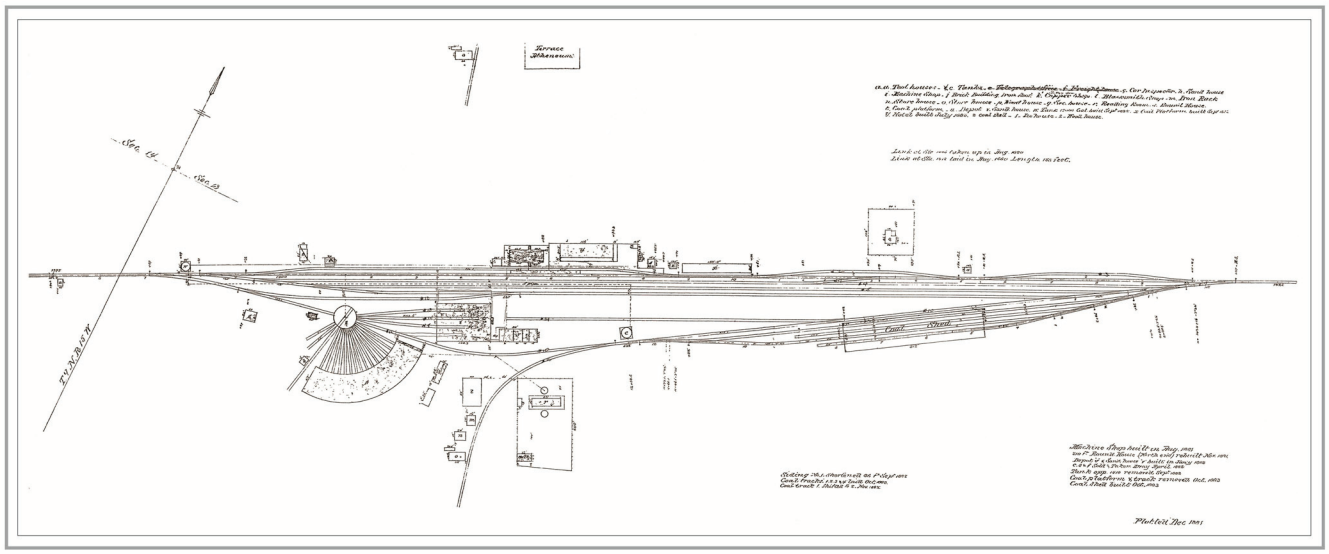

Figure 38: Terrace Station Plan, ca. mid-1880s, Southern Pacific Company. On file at the Salt Lake Field Office of the Bureau of Land Management.

Careful examination of a photograph in the Utah Historical Society's collection showing the Terrace railyards about 1880 reveals something quite astonishing beneath the coal shed roof line. (Figures 39 and 40) The photograph is taken to the west. Through the coal shed one can view the area where the China Bunkhouse and China Cookhouse were located as well as where much, if not all, of the remainder of Terrace's Chinatown lay, the largest in Utah at the time. While it is difficult to sort out all the structures in view, one can see more than a dozen frame buildings, most with gable roofs along with a few sheds, several chicken coops, an animal barn

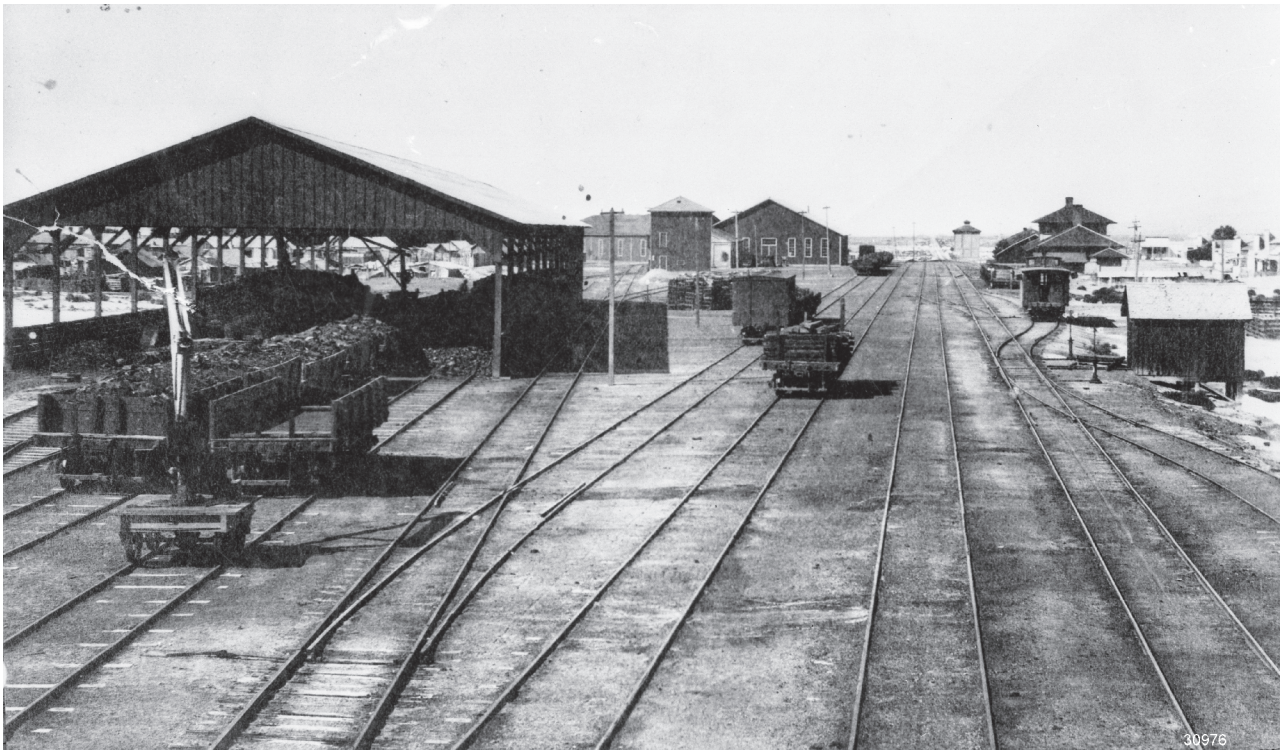

Figure 39: View of the Terrace railyard to the west, ca. 1880. In this view are the coal shed, machine shop, engine house, depot, two water tanks and parts of the commercial part of town on the extreme right. *Photo courtesy of the Utah Historical Society.*

Figure 40: Exceptional view to the west through the coal shed in the Terrace yard in 1880. One can see buildings of the Chinese community in Terrace which, at this time, was the largest in Utah. This may be the only photograph of this portion of Terrace ever taken. *Photo courtesy of Western Railway Museum Archives.*

and a northwest to southeast trending street with buildings on one side and long awnings hanging over the street. There may not be another photograph of this residential area in existence.

Another interesting set of features revealed in this photograph are at least two water tanks of the tentatively established CP Style 1 and CP Style 2.[46] Both styles include a circular water tank (built using wood stave technology), resting on a raised wooden platform supported by braced wooden posts. Both styles are fully enclosed by a rectangular wood frame with a pyramidal roof. The enclosure appears to be for insulation as noted in a report concerning Blue Creek in 1881.[47] The similar tank style was constructed the same year at Ogden, Utah and at Beowawe, Peko and Stone-House, Nevada. The 1881 report also indicates the structure's specialized function as a "New [50,000 gallons] standard frost-proof water-tank…" This type of tank, informally designated CP Style 1, can be seen in the photograph in the Terrace yards in the back center of the photograph.

CP Style 2 which has a stick style exterior with panels, a belt rail beneath the interior platform and a vented cupola at the peak of the pyramidal roof, may represent an earlier version. It is known to have been used at Terrace, Promontory and Ogden. At present, the style of tank used at Lucin, Kelton, Rozel, and Corinne, are not known. However, a photograph thought to be from Kelton suggests that a Style 2 tank was in use there. The Style 2 tank at Terrace can be seen in the 1880 photograph in the far background on the mainline behind the station.

The CP drawings show a prominent Library or "reading room" structure, the "Terrace Athenaeum", which was located across the track from the Blacksmith Shop. It was built by the railroad in 1877.[48] Apparently, the railroad employees created a library association and induced the railroad to build the facility. The library held over 1,000 volumes of history, science, travel books, poetry and "…the best periodicals of the country…"[49] The library measured 16 x 62 ft in size with a porch surrounding it. What was even more astounding was that it lay within a half-acre, designed landscape complete with two ponds and a series of walking trails.[50] A small bath house lay just to the east of the library. A local citizen added more detail about this facility in 1876:

> *…a fine piazza has been built around our reading-room, also an addition with a commodious stage, so that we can hold concerts and amusements. A large piece of ground has been taken in around our spacious building and fertilized and adorned; there are fine seats all around, and a water fountain on both sides, and very large trees….*[51]

It is amazing to envision that such seeming extravagance could be found in a desert town in western Utah. Water was the key ingredient, moved down from the mountains 12 miles to the north, apparently enough to supply, not only the population of the town and the increasing stable of thirsty locomotives, but this park as well.

The Pinnacle and Slow Decline: Terrace 1890-1900

By the early 1890s, railroad traffic was still heavy through Terrace with four daily through passenger trains and six freights.[52] The SP even spent $5000 building a new school for the community.[53] The 1893 Railroad Engineer's Report for the Commissioner of Railroads described Terrace as having:

> *…430 inhabitants, 2 stores, 1 hotel, and a schoolhouse and city hall combined. It is the freight terminal of the Salt Lake division, and has 3.67 miles of siding, a 15-stall roundhouse, machine shop, and blacksmith shop, and other buildings necessary in employing 15 men upon repairs of cars and 130 upon repairs of locomotives, etc. The whole water supply is obtainable from springs and is piped some 8 miles.*[54]

Nevertheless, inevitable railroad technology improvements and competitive forces required that the CP continue restructuring its system. The growth of Ogden during the 1880s and early 1890s, as well as its unique position at the junction of the two overland railroads, prompted SP, in November 1892, to begin talks with the city to move both the Terrace and the Carlin, Nevada shops to the east end of the Salt Lake Division.[55] (Figures 41 and 42)

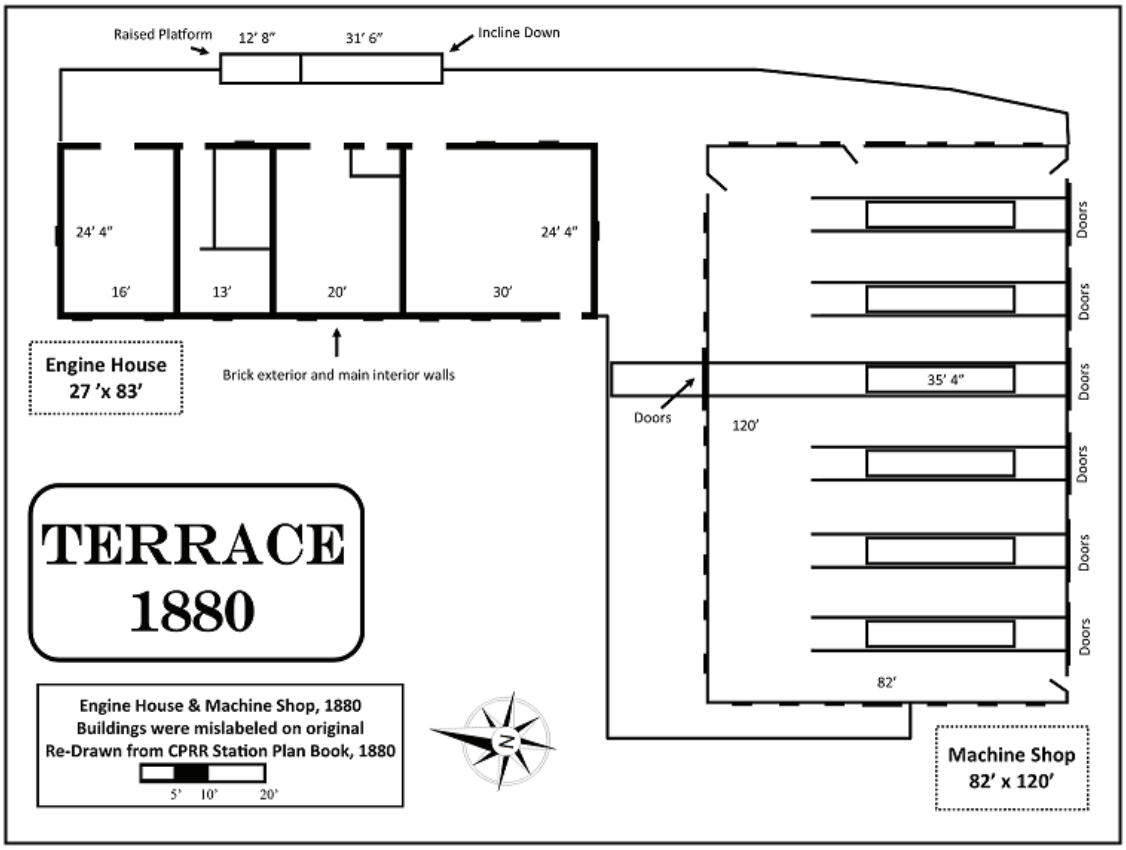

Figure 41: Detail of Terrace's Machine Shop and Engine House, ca. 1880. Drawn from Central Pacific Railroad, Nevada and Utah Station Plan Book, 1880.

Figure 42: Collapsed red brick at Terrace from the Engine House, *photo by Elizabeth Hora, Utah State History, 2018.*

An agreement was reached, and plans began to be made for the move. This was a huge blow to the Terrace community as this decision meant the loss of more than 100 families.[56] By December, railroad employees had started plans for a move to Ogden and several had bought home sites.[57] While the town lost a large portion of its economy, it still represented a division point on the line, maintained a day and night telegraph and continued as a commercial hub of the area. Slowly, however, losses mounted. For instance, in 1897 the American Deseret Division No. 55, Brotherhood of Locomotive Engineers, moved its division headquarters from Terrace to Ogden.[58] In 1899 all dispatchers at Terrace were moved to Ogden, leaving none between Ogden and Wadsworth, Nevada.[59]

The Final Two Blows: 1900s Terrace

The Fire

The population of Terrace Precinct in 1900 was 124, which included outlying ranches and homesteads.[60] Identifiable railroad personnel were down to 13 and no ethnic Chinese were enumerated in the census despite several stories in newspapers during the early part of the 1900s to the contrary. This is a curious situation. The 1890 US Census of Box Elder County showed that the Chinese population had dropped less than 10 percent since 1880.[61] Coupled with this, a newspaper article concerning a late 1903 census of ethnic Chinese in Utah by Chinese Inspector A.W. Paine for the US Immigration District encompassing Utah, Wyoming and Nevada, revealed that there were still 30 Chinese residents living in Terrace in that year, fully three years after the 1900 US Census was taken.[62] Considering that the U.S. Census showed no railroad trackworkers, though did identify one Irish Railroad Foreman (age 34 who arrived in the US in 1880), this strongly suggests that, in fact, there were such laborers in Terrace and that most, if not all, were Chinese.

E. H. Harriman, who already controlled the UP, became president of the SP in 1901, and started substantial changes to both railroads, including massive realignments of track in California and Nevada and began planning for spanning the Great Salt Lake with the Lucin Cutoff. As early as 1900 the new route across the lake was in planning for both the west and east sides of the lake. Despite that intention, during the same time period, SP inexplicably, ordered construction of new coal chutes in the Terrace yards. This work included "…a coal storage house built with a capacity of 16,000 tons, and it is 800 feet long. The coal chutes and bunkers are of a capacity of 2800 tons".[63] What made this move even more unusual, is that during this time the SP had started moving from coal to oil burning locomotives.[64]

As if the loss of its shops in 1893 and the imminent loss of most rail traffic to the Lucin Cutoff were not dire enough, a disastrous fire hit the commercial section of Terrace on June 5, 1903. The *Ogden Daily Standard* in 1903 described the fire and the communities' future:

> *A fire, the origin of which is as yet unknown, yesterday destroyed the principal business part of Terrace. The flames started in a rooming house and despite every effort the entire north row of buildings along the Southern Pacific tracks were completely destroyed. The most substantial building of the row was a saloon, owned by Pierson & Smith, and their loss is heavy…. Terrace is a freight division point of the Southern Pacific main line as it is now and the buildings are of wood. The hotel and depot at one time caught fire but the flames were extinguished through hard work and very little damage was done.*
>
> *When the Ogden-Lucin cut-off is completed Terrace will no longer be on the main line and it will no longer be a division point, as it is the intention of the company to establish a division at Montello and the railroad buildings will be removed from Terrace to that point. This being the case it is doubtful if the buildings that have just been destroyed will again be erected.*[65]

A Crushing End

Of course, all in Terrace knew that this was just a prelude to the main event when the town would cease to be a division point and lose 90 percent of its railroad traffic. In anticipation of this event, on February 18, 1904, SP Salt Lake Division Superintendent W.R. Scott issued a lengthy memo to the employees describing in detail how the changes would occur in a short time. The superintendent made specific references to Terrace and Promontory. They are copied in italics with explanations after each section, as applicable:[66]

Passenger engines will cut out of passenger trains at Terrace same as heretofore.

This meant that passenger trains would remain as they were until they are switched over to the Lucin Cutoff in September 1904.

Switch engine and yard crews are to be moved from Terrace to Banvard [Nevada]. The large Consolidation engines now being used as helpers at Promontory will be moved to Banvard where three of them will be used in helper service between Banvard and Valley Pass.

This meant that helper engine work at Blue Creek, Promontory and Terrace would end. Promontory employee numbers would significantly decrease, and roundhouse and turntable services at Promontory and Terrace would begin a downward cycle to total demise within 10 years.

Two Mogul engines and two engine crews are to be stationed at Promontory to help passenger trains and one Mogul engine and engine crew with engine watchman is to be stationed at Kelton to help passenger trains.

This would somewhat offset losses to freight changes at Kelton and Promontory, but only until the following September's change-over of all through passenger trains.

Arrangements have been made for accommodations to feed all employees and also a number of cars have been arranged with bunks for engineers and fireman until such time as the bunk houses can be moved from Terrace. A clean boxcar will be placed at Terrace in which to load bedding of engineers and firemen from the bunk house. Mr. Hogan (roundhouse foreman, Terrace) should see that this bedding is rolled up in bundles and tagged showing ownership so that it will avoid confusion when shipped to the new terminal.

This part of the memo regarded accommodation of employees at Terrace who would be moving and living in Banvard after this time. Presumably, families were still living in Terrace at this point and would not move to Banvard until more construction was completed, i.e., houses brought over from Terrace to be re-erected or new houses built.

One hostler and assistants necessary to handle passenger engines is all that should be retained at Terrace, except it may be necessary to have a boiler maker and machinist there to make necessary repairs. All the other force should be sent to Ogden or wherever it can be used to best advantage until such time as enginehouse is completed at Banvard.

This was the most important part of the memo. It outlined who would remain in Terrace and who should go to Ogden or elsewhere on the line.

All telegraph offices between Terrace and Ogden, except those that are absolutely necessary will be closed. In order to take care of local business, between Terrace and Ogden a train will be run daily except Sunday leaving Ogden Mondays, Wednesdays and Fridays and leaving Terrace Tuesday, Thursday and Saturdays.

The telegraph office closings meant reductions in staff at Matlin, Terrace, possibly Ombey, Blue Creek, Lampo, Corinne, and Promontory. The

provision about the Terrace to Ogden train probably did not take effect until September when passenger trains began running over the Lucin Cutoff. The railroad wanted freight trains to try out the new line for many months before allowing passengers on it. This change signaled the beginning of the mixed train on the Promontory Route that would exist until 1939.

> *Saturdays, in addition to doing the local work, local will do necessary switching at Terrace, such as putting coal on trestle and any station switching that may be necessary.*

The engine pulling the mixed train local would double to do yard work in Terrace to replace work formerly done by yard engines.

Some tasks outlined in the memo were underway even before it was issued and others not long after. Regular freight trains were shifted from the Promontory line to the newly built Lucin Cutoff in April 1904 and the last through passenger train left the Promontory line for regular service on September 18 of that same year.[67] Plans had been made for a new town, called Banvard, on the mainline in Nevada, about two miles west of Montello, to replace Terrace.[68] Grading was undertaken there in January 1904,[69]and in early February, it was clear that significant changes were underway for Terrace:

> ***Demolition of Terrace Has Begun.*** *The transfer of the division point from Terrace to Banvard, near Montello, will be commenced on Monday. On that day the carpenter gang of the Southern Pacific will commence, to take down the hotel, the coal storage and trestle, the library building, and other buildings and will remove them to Banvard where they will be re-erected. Quite a gang of men will be put to work and it will be pushed as rapidly as possible.*
>
> *The pile driver at Banvard is now at work driving piles for the coal storage bunkers and trestle. The company has now employed at that point 40 Greeks, 60 Chinamen and twelve white men, the latter being employed as operators on the pile drivers. It is estimated by the railroad authorities that the removal of the buildings from Terrace to Banvard will be completed in about sixty days….*[70]

An aspect of this move which was not widely reported concerns the fate of workers who were forced to move to remain employed. In 1915, M. W. Cadle presented a small explanation of this issue in *Terminals Moved or Abandoned by Company Orders:*

> ***Terrace, Utah to Montello, Nevada.*** *When the Ogden-Lucin cutoff was completed, the terminal was moved from Terrace, Utah to Montello, Nev. Many of the railroad employees were forced to sell their homes at a great loss. Those who moved to Montello were given lots by the company upon which to build and an annual rental of $5.00 was charged. Those who knocked down their houses, were given free transportation for same and also the services of carpenters, but the men were not reimbursed for losses sustained in the forced sale of their property nor for other incidental moving expenses.*[71]

Somewhat later in 1904, another small report in the *Ogden Daily Standard* noted that the terminal (division point) had just formally changed from Terrace to Montello and that, beginning on March 3, 1904, all train crews would now be running from Ogden to Montello (via the Lucin Cutoff).[72] A few years after the division point moved to Banvard, it was again moved, this time to nearby Montello, with the once-glorious Terrace reduced to section station status.

It was some time before remaining facilities closed and personnel left Terrace and it took months for the railroad to be certain that trains could safely operate across the lake. The Post Office officially closed on June 15, 1904 with mail thereafter routed to Tecoma, Nevada.[73]

Apparently, to assist with the loss of the Post Office, the SP Superintendent's Office issued a bulletin to the railroad on June 25 that passenger trains Nos. 1 and 2 (westbound and eastbound) would stop at Terrace to "exchange mail".[74] SP employees were still working at Terrace into 1906, as evidenced by the March news of moving the coal, coal cranes and buckets from there to the new division point in Montello.[75]

After 1904 the turntable was removed and only a wye remained in the yard for turning locomotives. Terrace would retain this status for the next 28 years. By 1905, Terrace, along with other stations along the Promontory Route, had been reduced to two scheduled "Daily except Sunday" mixed trains. Terrace remained a water station but was reduced to a Class A Freight Station.[76] In 1909 there were 4658 ft of siding in the Terrace yards. This became 126 car lengths in 1919 and dropped to 26 car lengths by 1929. Scheduled train service was altered a number of times through 1915. Scheduled train service stopped well before 1919, but the town had disappeared more than three years before this. Terrace was finally abandoned as a station stop on August 20, 1932.[77]

Sometime after Terrace dropped its division status in 1904, nearby Watercress became one of only three manned maintenance stations on the Promontory Branch line, the other two being Corinne and Kelton. The Watercress section gang maintained the track beginning 10 miles east of Lucin to a point midway between Kelton and Watercress.[78]

The population of Terrace fell to 56 in 1910 from 124 just ten years earlier.[79] There were no identifiable railroad workers living in or near Terrace.[80] Despite the steep decline which had accelerated after 1904, the Box Elder County Board of Education contracted to build a new school at Terrace in July 1908. This was possibly the result of a special census of Terrace Precinct children in 1908. The census counted 18.[81] School support continued for a few years until November 1912, when the Board voted to close the school at Terrace "…on account of insufficient students".[82] Terrace's population continued to drop, though there was still occasional use of the railroad stop by area stockmen for loading and unloading of livestock and feed until the stop was officially removed from the railroad's station list in 1932.

ICC Valuation Surveys

By the time that the ICC Valuation surveyors arrived in Terrace in June 1916, there were no inhabitants, and little remained of the town. On the SP right-of-way map which included Terrace, there are two sidings, a crossover track and a long stub spur depicted. The spur appears to have once continued to just east of the Machine Shop. The Machine Shop is the only building shown on the drawing of the railroad right-of-way.[83] Particularly helpful in understanding the state of this once thriving town only a few years after the 1910 census is a handwritten note on the ICC map by one of the surveyors:

Old brick building [machine shop], about 28 or 30' by 70 or 80'. There was a small town here at one time. The townsite was largely graded with cinders. There was a round house here at one time. There are no houses here now. There is a siding and there is a small amount of freight shipped from here. All outside of 200' R of W should be classed as n.c. No station grounds necessary here.

Old Terrace

One mile east of Terrace was a siding that archaeologists Raymond and Fike identified on an SP engineering profile, called "Old Terrace". They found no other reference to this place but speculated based on what they found and the archaeology of the area.

> *With heavy rail traffic in and out of Terrace, it may have been necessary to install a back-up, auxiliary siding to relieve congestion and track blockage. Figure 29 indicates an aqueduct may have terminated in the vicinity of Old Terrace. Possibly a water holding tank existed at the location. Onsite investigations indicate that Old Terrace was uninhabited and lacked permanent facilities.*[84]

Current research efforts have been unable to find any historical information concerning this location.

Terrace Cemeteries

There are two cemeteries associated with Terrace, one larger one, located about a quarter mile east of Terrace, and a smaller one about a half mile further east close to "Old Terrace".

Small Cemetery

The smaller cemetery is located on a low, rounded knoll and is enclosed on three sides with fencing consisting of upright square posts with pyramidal cut tops. The feature measures about 18 by 20 ft in size. There are three posts on each of three sides, extending up above the soil about 5 feet and with three drilled holes to fit metal rods. Three evenly spaced horizontally placed metal rods connect the three posts on each side to form a fence railing. Two sides are mostly intact, but the rods on the third have largely collapsed. A 2016 investigation of this cemetery by Dr. Molly Cannon of Utah State University and Ethan Ryan of Cannon Heritage Consultants, suggests that one, possibly two, individuals were buried within the fenced area of this cemetery.[85] No other information is known about this feature. (Figure 43).

Large Cemetery

The Terrace Cemetery is located about a half mile west of the smaller cemetery and a quarter mile east of Terrace itself. (Figure 44) It was, apparently, where the dead from Terrace were buried from 1869 to, perhaps, 1913-1915. By 1916 the town no longer existed and so interments at the cemetery would likely have ceased before then.[86]

The cemetery is a rectangular area of about 60 feet northwest to southeast by 40 feet southwest by northeast bounded by a fence

Figure 43: Marble gravestone of Henry M. Gray, buried at Terrace Cemetery, was postmaster in Terrace from 1895 to 1899. *Photo by Chris Merritt, Utah State History, facing northwest, 2019.*

Figure 44: "Old Terrace" cemetery, facing east. *Photo by Chris Merritt, January 2021*

constructed of two horizontal metal poles threaded through upright wooden posts. It has a typical Western layout with access points at both the north (front) and south sides of the fenced area. While there are some headstones remaining, the BLM indicates on their sign there that many were stolen by vandals in 1986. Utah State History indicates that the first person buried there was in 1883 and that there are five known graves.[87] A geophysical exploration of the feature in 2017 using Ground Penetrating Radar, by Molly Cannon of Utah State University and Ethan Ryan of Cannon Heritage Research, revealed the probable presence of five burials within the fenced area and possibly four more outside of it.[88] It is likely that there are even more graves, some possibly earlier than 1883 and later ones extending into the 20th Century. Further research is needed to verify this suggestion.

"West Terrace"

Within the ICC Surveyor text descriptions is what seems to be an entirely separate listing of structures from Terrace itself. It is an inventory of structures for a place called "West Terrace", located three track miles west of Terrace proper, between culverts 699C and 699B. This inventory was carried out on June 1, 1917. It appears that a new section station was established outside of the original town in 1913 or 1914; probably most, if not all, of the railroad buildings in Terrace had been dismantled and moved and re-erected in Banvard, Nevada in June 1904.[89] The ICC's inventory of buildings at "West Terrace" included the following 12 structures (see Table below). All structures were three years old, except for a 34-year-old water tank and 13-year-old Car Body Tool House. The age of the water tank puts it in contemporaneous age with others discussed elsewhere including at Kelton, Blue Creek, Rozel, Ogden and Promontory. However, most of this station indicates recent establishment:

Table 16: List of buildings and their sizes at West Terrace in 1917.[90]

Building	Size
Foremans House	*16' x 40' – 10'*
Chick Shed	*12' x 21' – 7'*
Barn	*15' x 20' – 8'*
Privy	*4' x 5' – 7'*
Water Tank House	*21' x 21' – 26' with Tub: 16' diam x 12' high, 15,000 gals. capacity*
Car body Frt. Shed	*35' x 9'*
Ice Ho. Of Ties	*16' x 27' – 8'*
Section Gang bunk tie shed	*15' x 16' – 7'*
Sect. House	*15' x 22' – 8'*
Root Cellar	*8' x 8' – 7'*
Privy	*4' x 4' – 7'*
Store House	*34' car body*

There are discrepancies between this ICC document and a few other ICC documents, strongly suggesting that "West Terrace" was actually what came to be "Watercress", a station which developed as a center of activity at the west end of the line after Terrace's demise. It was a habitation site established for a section crew which eventually became an important section station surviving to the very end of the Promontory Branch Line's existence.

Archaeological Surveys

Several professional archaeological investigations have been carried out at Terrace (42BO1335). Since Terrace was acquired by the BLM, agency Archaeologists have undertaken several projects. The earliest was the Terrace Mapping Project in 1988.[91] Archaeologist Dr. Kenneth P. Cannon describes the project:

> *In 1988, the BLM mapped the Terrace townsite (42BO547) for the Terrace Mapping Project producing a detailed and annotated planimetric map of the town.... The map depicts dozens of features... Terrace is described as a large townsite with numerous features...related to the operation of the railroad, the town's business district, and residential areas for the Euroamerican and Chinese residents....*[92]

In 2015 USU Archaeological Services of Logan, Utah, obtained a project, funded by the National Park Service and U.S. Department of the Interior and administered by the State Historic Preservation Office of Utah, which included an intensive archaeological survey of the townsite of Terrace (42BO547). Despite extensive damage to the townsite by looting and unauthorized excavation over many years, a team of archaeologists were able to record extensive material culture evidence of the ethnic Chinese population of Terrace, people who lived there from 1869 into the 1890s.[93] (Figure 45)

During the 2018 railroad feature survey, Cannon Heritage Consultants recorded a wooden culvert that had been engraved with several names. One of these inscriptions was "Tice Davis" associated with a "Lex. Ky", which likely refers to Lexington, Kentucky. A preliminary examination of genealogy records include at least three Tice Davis's associated with Lexington or Kentucky in the late 19th century.

Figure 45: Chinese-related artifacts identified at Terrace. *Top:* A brass Chinese coin, likely dating to the 1700s and early 1800s. *Bottom:* Glass "Wei Chi" or "Go" gaming pieces. *Photos by Ken Cannon, 2016.*

Highlights of Terrace's Illustrious Past

Over the years of its existence, hundreds of newspaper articles were written concerning the town of Terrace. Here are just a few which provide colorful context to the community.

Early Terrace: 1869 to 1879…

From the *Corinne Journal Reporter*, March 1873.

> ***Terrace.*** *A few hours at this place gave us a pleasant impression of the place and its inhabitants. The Central Pacific shops and round house under the skillful management of their able Master Mechanic J. G. McCuen, Esq. are a standing complement to that gentleman. His assistant Mr. Crosby, to whom we are indebted for a hospitable reception while there, is no less entitled to the praise which true merit always commands. Not less shall we say of Mr. Taylor the accomplished accountant of the vast establishment. Kidder's hotel is a well regulated house and worthily patronized. A new and extensive mercantile house has lately been opened at Terrace by our friend S. H. Cave, and he is doing a splendid business– making money by the shovelful….*[94]

From the *Salt Lake Herald-Republican*, September 1873:

> *A grand ball was held at Terrace, Monday night, in honor of the completion of the new school house.*[95]

From the *Ogden Semi-Weekly Journal*, July 1874:

> *The officials of the C.P.R.R. are determined to enforce order in every department of the road. At Terrace, yesterday, six hands were discharged for drunkenness and fighting. The boys must observe the rules if they want to stay on the road.*[96]

From the *Ogden Semi-Weekly Journal*, May 1879:

> ***Stealing and Arson.*** *On the 19th Inst., a cabin at Terrace, on the C.P.R.R., belonging to B.B. Eldred, a fireman in the employ of the company, was broken into and robbed of $90. Suspicion ran wild, because a hundred worthless characters had been in the town within twenty-four hours, but at last settled upon and blackened- yea, even as with lampblack, a young fellow by the name of Douglass, from- Hill, California.*
>
> *The good people of Terrace are slow to anger, but they do occasionally get aroused, and this time they felt insulted, and deemed that something was due as a salve to their wounded feelings. So they took this same young Douglass– tarred and feathered him and sent him from the town beneath the lash. Like a bird of ill-omen he found a resting place soon– at Montello, and there he was again subjected to a frightful indignity. After being coated with tar and feathers, he was thrashed by Chinamen! Repeated punishments brought on an ardent desire for revenge, so this indomitable youth strolled back to Terrace, and there, on Sunday night or Monday morning, he set fire to the cabin of poor, unoffending Eldred.*
>
> *Tomorrow he will be brought here [Ogden], that is to say, if enough of him can be found to be brought, by an officer.*[97]

From the *Salt Lake Herald-Republican*, October 1879:

> ***Cutting at Terrace.*** *Two denizens of Terrace, Utah, named Hicks and Sickles, so we are informed, went into a Chinese house at that place, for a silk handkerchief– perhaps; and had not been there but a little while when they got into a squabble with some of the Chinamen who were about that place. Sickles drew a pistol, but it was grasped from him by one of the almondeyed belligerents, when it went off, the ball hitting another Celestial in the leg. A knife was then drawn by one of the parties, and as a result one of the Chinamen got*

a couple of his fingers cut off. Finding it getting rather too warm for them, the two Melican men skipped for parts unknown. During the day nearly all the Chinese in the neighborhood collected about the house, while numbers of them were hunting for Sicles and Hicks high and low. It is safe to say that the latter gentlemen did not show up during the day, nor are they likely to for some little time.[98]

From the *Salt Lake Tribune*,
April 1877:

Chinamen Arrested. *Four Chinamen were arrested at Terrace and brought to this city yesterday, on a charge of manufacturing and selling cigars without paying the special revenue tax. They were removed to the penitentiary for safe keeping, and will have a preliminary examination before Commissioner Sprague on Tuesday next.*[99]

From the *Salt Lake Tribune*,
June 1878:

The Reds. *It is difficult to say whether the Indian scare along the line of the Central Pacific railroad west of Corinne has subsided or not. One man– a Mr. Biscom– was shot on the Goose Creek flats, in Nevada, about a week ago, some forty or fifty miles from Terrace, and the ranch buildings of Mr. Armstrong burned. When the report was brought to Terrace, the people became alarmed. It was reported that 800 reds had made an advance to a point within about fifteen miles of the railroad, and the ranchers in that neighborhood took the alarm and fled to the railroad station for safety. The superintendent of the road must have been convinced that there was danger of an attack, for he asked for troops, and at each of the stations kept an engine and box cars in waiting, ready for the people of the town to board and fire the moment the Indians made their appearance. Several gentlemen in this city, who have ranches in that section of the country, say they have no fears for the safety of their men and stock, and express the opinion that there is no very great danger. It is a noticeable fact however, that they are a little anxious, and are telegraphing to different stations to find out about the truth of the matter, but up to the present time have been unable to get replies.*

A report reached here yesterday that the telegraph wires form Winnemucca to Boise have been cut, undoubtedly by the Indians, but it is impossible to learn nothing further, and it would appear a little singular that the Press dispatches have suddenly ceased coming from the towns along the Central Pacific, if it were not remembered that the reports have already affected over land travel.[100]

A follow up article in the *Salt Lake Tribune*,
a few days later:

Troops Returned. *Lieutenant Warrens returned from Terrace, yesterday, with the detachment of the Fourteenth Infantry which went with him to that place. He says there is not at the present time, and never has been, any danger of trouble from the Indians. No ranch was burned by the Reds, nor was there any man killed as reported. The whole alarm grew out of a stampede of settlers from Goose Creek, and from the fact that a good for nothing fellow, who had been discharged from the Central Pacific Railroad Company's service, had joined the Indians, and threatened to return to Terrace and burn the town. Before Lieutenant Warrens left there he organized a militia company, composed of Railroad employees, and armed them, so that they are now capable of defending themselves against any Indian raid that may be made.*[101]

Powerhouse Terrace: From the 1880s…

From the *Ogden Herald*, August 1881:

> ***Robbery at Terrace.*** *We learn of a robbery committed at Terrace, last Monday night. It appears that a gang of six tramps, mostly young fellows, broke into the store of Mrs. John T. Smith whose husband is employed at the C. P. depot in this city. The store is situated about four doors distant from Mrs. Smith's dwelling house. The half dozen scamps go away with enough property to inflict a serious loss upon the lady. The articles abstracted are: two boxes of cigars, 85 in cash, taken out of a drawer, six pairs of new shoes, ten boxes of canned fruit, four dozen eggs, and one box of peaches. It has been learned that the youthful burglars took an easterly direction. They were observed at Promontory, today, and are likely to strike this town by to-morrow or next day. They can be easily recognized by the new pedal integuments they are wearing. It will be well to, be on the lookout for them.*[102]

From the *Ogden Herald*,
September 1885:

> ***A Narrow Escape.*** *A short time ago, a Central Pacific fireman named John Craven, was discharged, it is supposed; for neglect of duty. It appears that Craven had an idea that M. O. Freeman, the engineer, for whom he had acted as fireman had accelerated his discharge; although Freeman says he was always on the best of terms with him and had said nothing about him any further than to reply to a question as to whether Craven was going to work on a certain occasion; and then, Freeman said he did not know whether Craven would or would not work. On Monday night Freeman arrived at Terrace from the West at about midnight. He got off his engine for a minute or two and when he returned he found Craven sitting in the cab. A little conversation ensued and Craven took out a revolver and fired at Freeman who immediately jumped at the would be assassin. Craven jumped off the engine sideways and ran with Freeman, who is a perfect giant in stature, but about as old again as his assailant, in pursuit. Craven fired another shot at his pursuer while running, and finally got away. On examination Freeman discovered that the first time Craven shot at him the ball had grazed his right wrist, just taking off the skin and burning him slightly. It also took a button off the wristband of his woolen shirt. The second shot was harmless. In jumping off the engine Freeman also hurt his left leg somewhat. This story is just as Freeman gives it, and he complains that he was unable to get any assistance at Terrace where the affair took place. It certainly was a narrow escape for Freeman, and it was fortunate the ball struck the large pearl button spoken of, and was thus turned in its course; otherwise the consequences might have been serious. Freeman also gives it as his opinion that Craven would have killed him if he had not "charged him," as he called it, after the first shot.*[103]

From the *Deseret Evening News*,
October 1890:

> *Word was received in this city yesterday about 2 o'clock that a wreck had occurred on the Central Pacific at Terrace, resulting in the death of George S. Wood and the serious injury of W.E. Hall. Investigation proved the reports to be true, and the cause of the accident, as near as could be ascertained, is about as follows: Freight train No. 8, which left Ogden yesterday morning at 5 o'clock, arrived in Terrace at 1:30, the regular time. A carpenters' construction car, in which Wood, Hall and a number of other carpenters were working had been picked up somewhere on the road, and coupled into the train. As the train entered the yard the engine rode the rail, causing six cars to go into the ditch, the carpenters' car being one of them. Wood was killed outright, Hall had his leg broken besides being severely bruised and cut. Other inmates of the car were scratched and bruised, but none received any*

serious injury. A coffin was sent from Preshaw's undertaking firm to Terrace, on C.P. No. 2, to bring the remains to this city. Wood was a single man, and made Ogden his home. His many friends will be shocked to hear of his terrible death, as he was a very popular man among those who knew him. His remains will probably arrive in this city today.[104]

From the *Ogden Herald*, July 1886:

Shooting at Terrace. *Last evening the OGDEN HERALD stated that it was reported that there had been a shooting affray at Terrace and that two men had been injured. The report was correct and the particulars of the case, gleaned with some difficulty by our reporter, from a person who was present at the time, are as follows: A fellow named Reed went in to Lou Parry's saloon in the morning and interfered with a game of cards then going on; during the time he was in the saloon he made the paradoxical remark that "the more liquor he drank the stronger he became," to which the bartender replied that he would supply him with no more liquor, he Reed, having had one glass. Reed was around all day and in the evening when the "boys" returned form glass ball shooting practice he accompanied them to the saloon and made himself generally obnoxious. He was ordered to leave, but, persisting in his annoyance the barkeeper slapped him. Reed's ire being aroused he grabbed for a beer bottle that was in his pocket to strike the bartender, who, to defend himself, snatched a pistol from under the bar and struck at Reed. In doing this the pistol fell outside the bar and went off. Dan Thomson, who was in the saloon, picked up the pistol and laid it on the counter as he was rising from the floor. Parry, not knowing who the person with the pistol was and mistaking the intentions of the person, fired at the body as it appeared above the counter. His shot took effect in Dan Thomson's back and raged toward the left shoulder. The barkeeper also fired two shots at Reed; one of them took effect in the breast and the other hit his forehead, rather high, and glanced off.*

The ball has been extracted from Thomson's back, and being only a flesh wound, he will probably soon recover. Reed's condition has not been learned, although it has been reported that the wound is mortal.

It is apparent that there is little blame to be attached to anyone. Reed was belligerent and refused to leave when required, while Thomson only did what any other man under the circumstances would have done.[105]

From the *Ogden Semi-Weekly Standard*, July 1889:

Cut in Two. *We learn from a resident of this City who has been at Terrace, that on Thursday last, at that place, a Chinaman named Joe Hop was passing along the track with a basket of clothes on his back, when he was knocked down by a switch engine and cut in two. Further particulars were not obtainable.*[106]

From the *Salt Lake Herald Republican*, December 1890:

Mien Yuck, both of Terrace, Utah. The Celestial couple upon securing their certificate went to the office of Probate Judge Cross and were joined together by matrimonial ties. The contracting parties are interested in a laundry at Terrace, and are fifty-five and thirty-eight years of age respectively.[107]

Fading Terrace: From the 1890s…

From the *Ogden Daily Standard*,
June 1891:

Tips from Terrace describe a very upbeat town:

Talk about Ogden booming and her grand preparations for the Glorious Fourth. Wait until I tell you of some of the doings of a little burg not so many miles away from the coming metropolis of the West. Several of the prominent business men have formed a stock company and are erecting a unique pavilion…. The S.P. company is erecting a two-story school house, 35 x 60. The upper story will be used as an entertainment hall, and the Sunday school exercises will be held therein. All the school children are being drilled in National songs and speeches appropriate for the Fourth. …. I must not forget the band. …. They have built a very pretty band stand at the base of twenty the flag pole…The Glee Club has a membership of about sixteen…. New houses have been erected and many new people moved in.

Nearly every house is surrounded by trees. Two dairies are doing a flourishing business. We are progressing here. On July 1 another boarding house will be opened; … inside of six months twenty infants have arrived and nearly a dozen brides have been brought to Terrace. …. The band is now practicing and the young folks are tripping the light fantastic in the pavilion…
[108]

From the *Deseret Evening News*,
April 1897:

Serious Cutting Affray. *A bloody cutting affray occurred at Terrace early yesterday morning. The news was brought by the train crew of the late Southern Pacific freight last night and the details are as follows: A big Italian was approaching his cabin when he saw a man near the entrance who appeared to have just come out. Without ceremony the Italian attacked the stranger with a knife, cutting and slashing him almost to mince meat. The gashes extended from the neck to the thighs. The wounded man was cared for and the Italian was placed under arrest. Fireman Olson of the Southern Pacific reports that the wounded man's condition is serious. Sheriff Davies of Box Elder county was summoned and is now at Terrace. The Italian will be taken to Brigham City.*[109]

From the *Ogden Daily Standard*,
May 1899:

A Terrace Stabbing. *A couple of days since a tramp dishwasher at Terrace stabbed Head Clerk Sherwood, a brother-in-law of Proprietor Hedges of the Terrace Hotel. Some difficulty came up between the two and the tramp went after Sherwood with a butcher knife, cutting him in the shoulder, in the left groin and left side and carving one hand, running the knife through the palm of the hand. Dr. E. M. Conroy went out and dressed the man's wounds. The peace officers of Box Elder county took the matter up and Brigham city advices state that the tramp, whose name is Johnson, has been lodged in jail at Brigham, where his case will come before the district court.*[110]

Out for the Count. Terrace in the 1900s…

From the *Ogden Daily Standard*,
June 1901:

A Chinaman was killed by a Southern Pacific switch engine at Terrace yesterday. He was riding on the pilot when he slipped from his place and was instantly killed.[111]

From the *Ogden Daily Standard*,
September 1902:

The body of Pete Bertinotti, an Italian switchman, was brought to Ogden last night and taken to Richey's undertaking parlors. The man was run over and killed by an engine at Terrace Tuesday night. The body was mangled in a frightful manner, the wheels running over the body lengthwise, crushing the entire left side to a pulp. He had been in the employ of the Southern Pacific for about thirty-one years.[112]

From the *Ogden Daily Standard*,
October 1902:

Trainmen from the west state there is over 10,000 tons of coal on fire in the storage at Terrace. It has been on fire several days and about 150 men have been engaged in attempting to extinguish it. [113]

From the *Salt Lake Herald-Republican*,
February 1902:

Brutal Chinaman Jailed. *Last Monday Sheriff Cordon went out to Terrace, returning Tuesday, Feb. 18, with a Chinaman who had committed an attack upon his wife and severely injured her. It appears that on Sunday night about midnight the Chinaman named Ung-Goon, 80 years of age, had accused the woman, who was 30 years of age, of caring too much for the younger Chinamen in the town, and not enough for him. Upon her refusal to give him money he pulled her out of bed and beat her fearfully about the head with a couple of bricks, until she was so cut and bruised as to be almost unrecognizable.*[114]

From the *Salt Lake Tribune*,
June 1903:

A Japanese section hand is in the hospital suffering from a crushed foot, received at Terrace.[115]

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[15] Greubel et al., *Ruby Natural Gas Pipeline,* 376.

[16] Ogden Daily Standard, "*Pipeline being extended from Terrace to Lemay station",* November 14, 1905 p. 8.

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[31] *Annual Report of the Board of Directors of the Central Pacific Railroad Company to the Stockholders for the Year Ending December 31, 1882* (H.S. Crocker & Co., Steam Book and Job Printers, San Francisco, 1883), 52 https://www.google.com/books/edition/Report_of_the_Directors_to_the_Stockhold/oD4KAAAAIAAJ?hl=en&gbpv=1&dq=annual+report+of+the+board+of+directors+of+the+central+pacific+railroad+to+the+stockholders+for+the+year+ending+december+31,+1882&pg=RA1-PA1&printsec=frontcover (accessed 11-10-20).; John S. Gallagher, *The Post Offices of Utah* (Burtonsville: The Depot, 1977), 22.

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[33] F. E. Shearer, *The Pacific Tourist* (New York: J.R. Bowman Publishers, 1882), 190.

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[35] *Ogden Daily Standard,* "Letter describing Terrace", October 21, 1888, p. 21.

[36] Raymond and Fike, *Rails East to Promontory,* 42.

[37] *Central Pacific Railroad, Nevada and Utah Station Plan Book, ca. 1880s, MS79, Central Pacific Railroad Collection, RG 3, Land Department Records* (San Francisco: California State Railroad Museum Library, 1983), 109.

[38] Railroad Engineer's Report, In: *Annual Report of the U.S. Commissioner of Railroads to the Secretary of the Interior for the Year Ending June 30, 1884* (Government Printing Office, Washington, 1884), 86. https://www.google.com/books/edition/_/VjgwAQAAMAAJ?hl=en&gbpv=1 (accessed 11-9-20).

[39] *Ogden Herald* "Railroad Shops at Terrace," July 30, 1881 p. 3.

[40] Charles C. Nott and Archibald Hopkins, *"Cases Decided in the Court of Claims at the Term of 1890-'91 with abstracts of Decisions of the Supreme Court in Appealed Cases from October,1890 to May 1891, Volume XXVI"* (Government Printing Office, Washington, 1892). 109-119. https://www.google.com/books/edition/Cases_Decided_in_the_Court_of_Claims_of/Gv8bAQAAMAAJ?hl=en&gbpv=1 (accessed 11-15-20).

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[42] The Central Pacific R.R. Co. vs The United States…1892, 113; Central Pacific Railroad, [List of Buildings…1869.

[43] The Central Pacific R.R. Co. vs The United States…1892, 114.

[44] Railroad Engineer's Report, In: *Annual Report of the U.S. Commissioner of Railroads to the Secretary of the Interior,* (Government Printing Office, Washington, 1889), 74. https://www.google.com/books/edition/Annual_Report_to_the_Secretary_of_the_In/NsA_AQAAMAAJ?hl=en&gbpv=1&dq=Report+of+the+Commissioner+of+Railroads+to+the+Secretary+of+the+Interior+1888&pg=PA24&printsec=frontcover (accessed 11-9-20).

[45] Central Pacific Railroad, Nevada and Utah Station Plan Book, 1983, 109.

[46] CP Style 1 and Style 2 water tanks are a tentative scheme. Kyle Wyatt, railroad historian, suggested these to the senior author in several emails in October and November 2020 (personal communication between Michael Polk and Kyle Wyatt, October 28 and November 14, 2020). The following descriptions mesh both the senior author and Kyle Wyatt's descriptions. Both styles have an interior tank on a raised platform supported by braced posts, with one or several circular water tanks set on top of the deck. The enclosures are what seem unique to each style. Both also have a pedestrian door for access at ground level under the platform and a second pedestrian door for access to the platform level itself. Both also have pyramidal roofs. The observable differences between the two "styles", based on the few examples known to be portrayed in photographs (Terrace, Blue Creek, Promontory) are quite noticeable. Style 1 is a "board and batten style likely made of redwood surrounding the entire structure. Style 2 is stick style with board and batten panels above a 10 to 12-inch-wide belt rail, with novelty siding panels below the belt rail and a vented cupola on the roof peak.

[47] Railroad Engineer's Report, In: *Annual Report of the Commissioner of Railroads to the Secretary of the Interior 1893,* (Government Printing Office, Washington, 1881), 42. https://babel.hathitrust.org/cgi/pt?id=umn.31951d004772402&view=1up&seq=11 (accessed 11-19-20).

[48] *Annual Report of the Board of Directors of the Central Pacific Railroad Company to the Stockholders for the Year Ending December 31, 1887* (Jno. C. Rankin, Jr., Printer, New York 1888), Table 15. https://www.google.com/books/edition/Report_of_the_Directors_of_the_Central_P/QVYdAAAAIAAJ?hl=en&gbpv=1&dq=%22annual+report+of+the+Board+of+Directors+of+the+Central+Pacific+Railroad%22&pg=PA1&printsec=frontcover (accessed 11-9-20).

[49] *Salt Lake Tribune,* "Terrace," December 16, 1882 p. 4.

[50] Richard V. Francaviglia, *Over the Range: A History of the Promontory Summit Route of the Pacific Railroad* (Logan: Utah State University Press, 2008), 179-180. https://muse.jhu.edu/book/7312 (accessed 2-25-21); https://babel.hathitrust.org/cgi/pt?id=usu.39060017131599&view=1up&seq=2 (accessed 2-25-21).

[51] *Ogden Semi-Weekly Journal,* Improvements at Terrace," July 6, 1876, p. 1.

[52] Signor, *Southern Pacific's Salt Lake Division,* 63.

[53] *Brigham City Bugler,* "Terrace School House," November 21, 1891, p. 1.

[54] Railroad Engineer's Report, In: *Annual Report of the commissioner of Railroads to the Secretary of the Interior 1893,* (Government Printing Office, Washington, 1893), 122. https://www.google.com/books/edition/Annual_Report_of_the_Commissioner_of_Rai/kiA8AQAAMAAJ?hl=en&gbpv=1 (accessed 11-9-20).

[55] Strack, *Ogden Rails,* 113, 115.

[56] *Ogden Daily Standard* "Over 100 families leaving Terrace". December 30, 1893, p.4.

[57] *Salt Lake Herald-Republican,* "Ogden is Happy," December 18, 1893, p. 8; *Ogden Daily Standard,* "Machinery begins to leave Terrace," December 15, 1893 p. 4.; *Salt Lake Tribune,* "The Union Pacific Shops in Ogden," December 19, 1893, p. 6.

[58] *Salt Lake Tribune,* "Brotherhood of L.E.," February 12, 1897 p. 7.

[59] *Ogden Daily Standard,* "Dispatchers leaving Terrace," November 17, 1899, p. 5.

[60] Ancestry.com. *1900 United States Federal Census* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2009. Images reproduced by FamilySearch. "Terrace Precinct, Box Elder County, Utah".

[61] Pamela S. Perlich. *Utah Minorities: The Story Told by 150 Years of Census Data* (Salt Lake City: Bureau of Economic and Business Research, University of Utah, 2002), 13. The dip in the Chinese population in Box Elder County between 1880 and 1890 was very slight. In 1880 the total was 159, and in 1890, 147.

[62] *Deseret Evening News,* "Chinese in Three States", January 8, 1904, p. 5.

[63] *Ogden Daily Standard,* "Working on the Cut-off," April 20, 1900, p. 7.

[64] *Salt Lake Tribune,* "Southern Pacific Plans," July 28, 1900, p. 3.

[65] *Ogden Daily Standard,* Terrace, "Visited by Disastrous Fire," June 6, 1903, p. 5.

[66] Signor, *Southern Pacific's Salt Lake Division,* 85-90.

[67] *Ogden Daily Standard,* "Opening to Traffic the Ogden-Lucin Cut-off," September 16, 1904, p. 4.

[68] Shawn Hall, *Old Heart of Nevada: Ghost Towns and Mining Camps of Elko County* (Reno: University of Nevada Press, 1998), 141; *Ogden Daily Standard,* "Montello Will be Freight Division Point," November 27, 1902, p. 5.

[69] *Ogden Daily Standard,* "Grading underway for new yards at Banvard, Nevada," January 23, 1904, p. 5.

[70] *Ogden Daily Standard,* "Demolition of Terrace has Begun," February 5, 1904, 6.

[71] M. W. Cadle, Presenter, *Terminals Moved or Abandoned by Company Orders,* Exhibit No. 55 Presented by the Brotherhood of Locomotive Engineers and the Brotherhood of Locomotive Firemen and Enginemen, January 18, 1915, 18. https://www.google.com/books/edition/Exhibit_Number_Presented_by_the_Brotherh/xA0wAAAAYAAJ?hl=en&gbpv=1&bsq=Terrace,%20Utah (accessed 11-15-20).

[72] *Ogden Daily Standard,* [Terminal change made today from Terrace to Montello], March 3, 1904, 5.

[73] Gallagher, *Post Offices of Utah,* 22.

[74] *Ogden Daily Standard,* "SP to direct passenger trains to stop at Terrace to exchange mail," June 25, 1904, p. 5.

[75] *Ogden Daily Standard,* "Section gangs moving coal from Terrace to Montello," March 23, 1906, p. 6. 1906b).

[76] Southern Pacific Company, *Salt Lake Division, Employees' Time Table 4, February 1st, 1905,* (San Francisco: Southern Pacific Company); Southern Pacific Company, *List of Officers, Agencies and Stations,* 1905. On file at the California State Railroad Museum Library, Sacramento.

[77] Southern Pacific Company, *Record of Station Changes,* n.d. On file at the California State Railroad Museum, Sacramento.

[78] Interstate Commerce Commission, *Central Pacific Railway Company Et Al. Abandonment Proceedings.* May 2 and 3, Salt Lake City. ICC Finance Docket 9791, 212 ICC 402 (College Park, Maryland: National Archives, 1942), 109-111.

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[80] Ancestry.com. *1910 United States Federal Census* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2009. Images reproduced by FamilySearch. "Terrace Precinct, Box Elder County, Utah".

[81] *Salt Lake Tribune,* "Awarded contract to build Terrace Schoolhouse," July 25, 1908, p. 10.

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[82] *Box Elder News Journal,* "Board of Education closes Terrace School," November 14, 1912, p. 1.

[83] Southern Pacific Company, *Right of Way and Track Map. V-2/7 [portion including Terrace Station area] Part of Promontory Branch from Lucin to Beginning of Leased Line west of Cecil Junction, Southern Pacific Company, Salt Lake Division, Box Elder County, Utah from Station 1397.87 to Station 730.00* (College Park, Maryland: National Archives and Records Administration, 1916).

[84] Raymond and Fike, *Rails East to Promontory,* 56.

[85] Molly Cannon and Ethan Ryan, *Applying Geophysical Survey for Research, Preservation, and Interpretation along the Transcontinental Railroad,* Paper presented at the 2021 Virtual Conference of the Society for Historical Archaeology, January 8, 2021.

[86] Southern Pacific Company, *Right of Way and Track Map.* V-2/7…1916.

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[89] *Ogden Daily Standard,* "Terminal change made today from Terrace to Montello," March 3, 1904, p. 5.

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[91] Susan Gibbs, *Terrace Mapping Project* (Salt Lake City: Bureau of Land Management, Salt Lake Field Office, 1988).

[92] Kenneth P. Cannon, Houston L. Martin, Jonathan M. Peart, Molly Boeka Cannon, John Blong, Paul Santarone, Kathy Selma, Kassidy Price and Chris Dunker, *The Archaeology of Chinese Railroad Workers in Utah: Results of Surveys in Box Elder and Emery Counties. USUAS Special Report Number 3* (Logan: Utah State University Archaeological Services, 2016), 15.

[93] Cannon et al., *Archaeology of Chinese Railroad Workers in Utah,* ii.

[94] *Corinne Journal Reporter,* "Description of Terrace," March 1, 1873, 3.

[95] *Salt Lake Herald-Republican,* "Grand Ball held at Terrace," September 24, 1873, 3.

[96] *Ogden Semi-Weekly Journal,* "Six railroad hands discharged," July 30, 1874, 3.

[97] *Ogden Semi-Weekly Journal,* "Stealing and Arson," May 28, 1879, 2.

[98] *Salt Lake Herald-Republican,* "Cutting at Terrace," October 12, 1879, 3.

[99] *Salt Lake Tribune,* "Chinamen Arrested," April 6, 1877.

[100] *Salt Lake Tribune,* "The Reds," June 13, 1878, 4.

[101] *Salt Lake Tribune,* "Troops Returned," June 21, 1878, 4.

[102] *Ogden Herald,* "Robbery at Terrace," August 10, 1881, 3.

[103] *Ogden Herald,* "A Narrow Escape," September 23, 1885, 4.

[104] *Deseret Evening News,* "Train wreck at Terrace," October 9, 1890, 2.

[105] *Ogden Herald,* "Shooting at Terrace", July 28, 4.

[106] *Ogden Semi-Weekly Standard,* "Cut in Two," July 3, 1889, p. 4.

[107] *Salt Lake Herald Republican,* "Wedding of Chinese couple," December 20, 1890, p. 3.

[108] *Ogden Daily Standard,* "Tips from Terrace," June 27, 1891, p. 4.

[109] *Deseret Evening News,* "Serious Cutting Affray," April 2, 1897, p.1.

[110] *Ogden Daily Standard,* "A Terrace Stabbing," May 26, 1899, p. 8.

[111] *Ogden Daily Standard,* "Chinaman was killed at Terrace," June 28, 1901, p. 5.

[112] *Ogden Daily Standard,* "Italian switchman killed by engine at Terrace". September 11, 1902, p. 5.

[113] *Ogden Daily Standard,* "Coal on in storage on fire at Terrace," October 4, 1902 p. 5.

[114] *Salt Lake Herald-Republican,* "Brutal Chinaman Jailed," February 21, 1902 p. 5.

[115] *Salt Lake Tribune,* "Japanese section hand injured in Terrace," June 7, 1903, p. 3.

RED DOME

Established	Formally Abandoned:	Milepost:
January 1, 1895	July 1, 1907	715 miles *from San Francisco*

Red Dome existed for a brief time along the line between Matlin and Terrace, primarily to service the livestock industry in western Box Elder County. The name comes from the nearby Red Dome Mountains. Historian Richard Francaviglia describes in his book how both the UP and CP talked about the tough work to get through Red Dome pass during initial railroad surveys.[1]

Red Dome first appears in the SP Station lists in 1895 as a new station between Matlin and Terrace at MP 715. At that time, it is shown as a non-agency station with no services, a status that continues until it becomes a Class A Freight Station in 1905.[2] The station disappears from the list in July 1907. Red Dome's only listing in Employee Timetables was 1904 as a station and in 1905 when it is listed as a flag stop.[3]

The Red Dome Mountains, located to the east of Red Dome Station, were always a bottleneck for the railroad before construction of the Lucin Cutoff. Wheat hauling was important on the Promontory Route and this formation posed a particular problem for trains moving the commodity westward from Lampo and Promontory.[4] This was emphasized in an interview with Taro Yagi whose father was a section foreman in Kelton. The interview was in 1974:

> *Most of it [wheat] went to California because most of the wheat went west and they [box cars of wheat] were left there in Kelton [while the mixed train continued on to] Montello, and then it would come back through Tuesday and in most cases there weren't very many carloads of wheat that come to Ogden. They left eight or ten cars that that engine could pull, left them at Kelton. Then on Mondays, they would have as high as high as three extra trains or a total of four engines. They'd have four engines pulling the wheat over what we'd call Red Dome hill. That must be the steepest, the highest in route going to Lucin, and they'd have these extra engines and they'd load up all these cars, I mean put on all these cars at Kelton and go on out and each engine pulling those hills would have probably maximum pulling power with maybe eight or ten cars so they would double up and then there's a number of times when they would take these cars and leave them at the bottom of this hill before they got to Watercress and then they'd leave it there and they'd pull what they could and then the three engines or the three extra engines would come back and pull the rest of them up and over.* [5]

Likely due to decreased traffic on the line after the Lucin Cutoff was completed, Red Dome was abandoned as a station during 1907.

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[1] Richard V .Francaviglia, *Over the Range: A History of the Promontory Summit Route of the Pacific Railroad* (Logan: Utah State University Press, 2008), 78-81. https://muse.jhu.edu/book/7312 (accessed 2-25-21); https://babel.hathitrust.org/cgi/pt?id=usu.3906001713159 9&view=1up&seq=2 (accessed 2-25-21).

[2] Southern Pacific Company, *List of Officers, Agencies and Stations,* (San Francisco: Southern Pacific Company, 1895-1907). On file Sacramento: California State Railroad Museum Library.

[3] Southern Pacific Company, *List of Officers, Agencies and Stations,* 1904-1905.

[4] Francaviglia, *Over the Range,* 224.

[5] Taro Yagi, "Golden Spike Oral History Project, GS-21 (Salt Lake City, American West Center, University of Utah, 1974), 14-15. https://collections.lib.utah.edu/ark:/87278/s6738k2p (Accessed 9-14-20).

MATLIN

Track Reached Here: April 5, 1869	Established May 17, 1869	Formally Abandoned: July 30, 1942	Milepost: 720 miles *from San Francisco*

Matlin was reached from the west by CP crews on April 5, 1869 where it became a construction camp.[1] A short time later it became a station and remained such until the entire line was abandoned in mid-1942. Like Ombey, Matlin lay at the western edge of what was one of the two steepest climbs on the line in Utah (the other being from Blue Creek to Promontory), a few miles east of Terrace.[2] The station takes its name from the nearby Matlin Mountains.

Buildings at Matlin are described in the 1869 CP "Inventory of Buildings" to include a section house measuring 16 by 30 ft with a kitchen measuring 10 x 20 ft.[3] The next year, the 1870 census for Matlin Section counted two foremen, one from Indiana and the other from England,

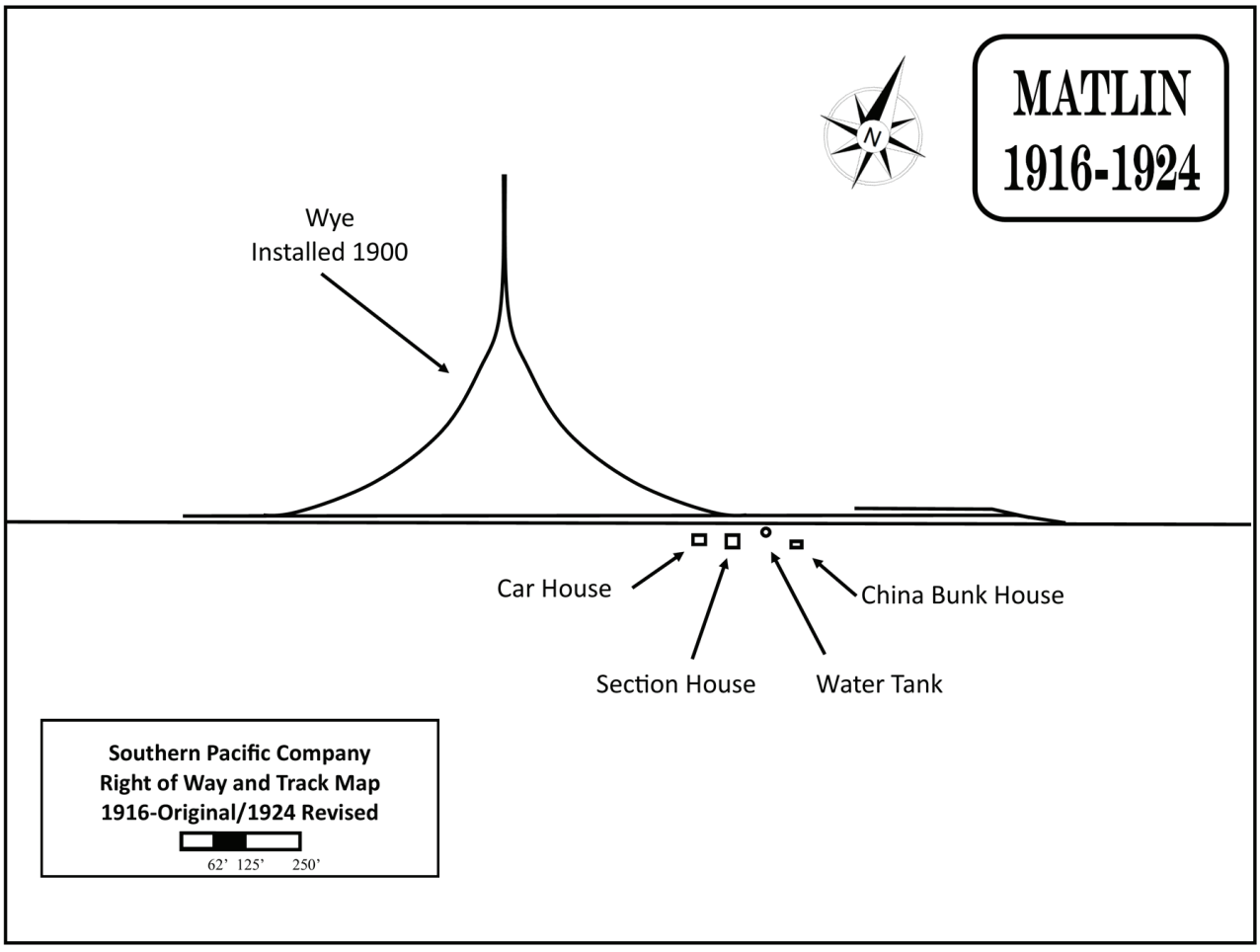

Figure 46: Matlin Section Plan, Re-Drawn from Southern Pacific Company, 1916/1924, Right-of-Way and Track Map.

along with 13 Chinese workers, including a Chinese cook. The foremen are 36 and 38 years old and the Chinese range in age from 28 to 46, averaging 35 years old, somewhat older than most workers at stations on the line in 1870.[4]

By 1880, SP station drawings show the small station still having the 1869 Section House, plus a China Bunk House, Hand Car House and a Water Tank that was filled by train.[5] (Figure 46) The section house measurements are the same as stated in 1869, but an attachment (probably a kitchen) measuring 10 x 14 ft, suggests that the original measurements were not "as built", but rather a proposed size. The China Bunk House was typical of other bunk houses along the line, measuring 16 x 24 ft.[6] What was not typical, however, is that this structure is shown in drawings with no floor and no windows. However, archaeological investigation by Aspen Ridge Consultants archaeologists in 2015 identified window glass in the immediate vicinity of the building suggesting that, at some point in time, one or more windows existed in the building.

Extracting the Matlin census count from the first page of the 1880 Terrace Precinct census results shows two Irish foremen, one age 32, with a family, and another, age 34, who was a boarder with the other foreman. It is likely that the boarding foreman supervised the Matlin station. The Chinese railroad workers following the foremen are divided into two households, likely representing two separate bunkhouse arrangements, one in Ombey and the other in Matlin. The second group of Chinese were probably based in Matlin. They would have been counted in order as the Census enumerator worked his way west to Terrace. The six Chinese workers in Matlin ranged in age from 20 to 32, averaging 28.[7]

The year after the 1880 census, SP records list Matlin as a non-agency station with no services. In 1888 Matlin is shown as a telegraph station with call number "MA". The telegraph station continues until 1904 when it is dropped, probably because of the construction of the Lucin Cutoff. Like Ombey, it is likely that Matlin's geographic position within the system, on the east side of a sharp grade coming up from Terrace, made a telegraph station important for railroad operations. Matlin is first listed as a Class A Freight Station with platform in 1890 and continues as such until its abandonment in 1942.[8] About 1900, a wye track is constructed at Matlin for locomotive turning and remains there until the station closes.[9]

Matlin station is listed immediately after construction in timetables on May 29, 1869, for the Salt Lake Division from Toano to Promontory.[10] Also, in May 1869, Matlin is listed as a station in a public timetable for the CP.[11] Interestingly, an 1889 report by the Commissioner of Railroads reports that a new telegraph station and a turntable were built at Matlin that year.[12] The presence of a turntable at Matlin has been found in no other reports and is not identified in several archaeological surveys of the site. By 1890 the SP Employee timetable shows Matlin as a "Day and Night Telegraph Station".[13] The continuing presence of a telegraph station is confirmed by the Railroad Engineer's Report to the Commissioner of Railroads in 1893.[14] A 1902 newspaper article states that the night telegraph office at Matlin was closed in August of that year.[15]

The 1900 Census count for Kelton included Matlin toward the end of the third page when the census enumerator moved from Kelton to Matlin on June 12.[16] Matlin had one 24-year-old Italian Foreman, and 9 Italian section hands, one with a family. The section hands range in age from 21 to 52, with an average age of 39. The foreman immigrated to the U.S in 1889, and the section hands between 1882 and 1900. All except the most recently immigrated hand could speak English.

The 1904 SP Timetable lists the station as a water and coaling station (doubtful) that also maintains a wye for turning locomotives. In 1905, due to construction of the Lucin Cutoff, scheduled trains are reduced to two daily mixed trains, and the station lists only the wye as a service.[17] In 1909 the siding measures 2948 ft long.[18] By 1915, Matlin's siding is said to hold 39 car lengths.[19] By 1929 the car lengths drop to 33, indicating removal of some track for use elsewhere on the system.[20] Beginning in 1935 Matlin is dropped from the timetables due to elimination of scheduled trains on this portion of the line. It remains such until the station is abandoned on July 30, 1942.[21]

When the ICC Valuation survey team moved through Matlin in June 1916, there were no buildings remaining, only a siding on the north side of the mainline and the wye extending north from that siding. Apparently, even the freight platform listed in the SP Station lists was not there.[22] After the Lucin Cutoff was completed, Matlin became a station only used on an as needed basis for locomotive turning, train passing, and occasional freight loading.

Archaeological Surveys

Since 2015 professional archaeological work has been carried out by Aspen Ridge at Matlin and Lucin stations.[23] (Figure 47) Sadly, Matlin (42BO2529) has experienced extensive looting and vandalism from relic hunters over the last fifty years, forever destroying important pieces of the past. Work at Matlin has revealed considerable detail about the China Bunk House and related features and much about worker lives and work relationships which has provided important information in the broader study of ethnic railroad workers. As part of the study at Matlin, wood samples were taken from what appeared to be foundation supports from the bunk house. Brigham Young University Professor Dr. Matt Bekker analyzed three wood samples resulting in the identification of three tree species, including pine, Douglas fir, and redwood, suggesting that there was little preference for the use of specific kinds of wood in housing supports.[24] Evidence of a possible bake oven on the site may reflect occupation by an Italian crew around the turn of the century. (Figure 48).[25]

Figure 47: Matlin China Bunkhouse foundation, pin flags denote the boundary of the structure, facing west-southwest. *Photo by Mike Polk, October 17, 2018.*

Figure 48: "Bamboo" style Chinese bowl, engraved with a Chinese character denoting a last name. *Photo by Ann Polk, August 9, 2015.*

A large grass fire occurred at Matlin in early June 2020 which had disastrous effects on the some of the few remaining trestle and culvert structures near Matlin.[26] Due to the intensity of the fire, one of the small trestles designated 714E and built in 1910, was destroyed. Another small trestle, 714A, built in 1904, was also lost. In addition, structure 714C, a 1904 wooden culvert, collapsed from fire damage.[27]

Following the fire, Cannon Heritage Consultants conducted a ground penetrating radar survey in a single square, measuring 20 meters square (or 20 yards square). The results of GPR investigations at this portion of Matlin revealed a single, large structure represented by a rectangular anomaly with a circular internal feature. The anomaly exists at approximately 22 inches or 55 centimeters below the surface and is likely the remains of a platform-like structure that is associated with the historic railroad. Its function is unknown, though it likely existed as a storage and/or loading platform for various railroad cargo.

Narratives and Newspaper accounts surrounding Matlin:

From the *Salt Lake Herald-Republican* (1889):

First District Court, November Term, 1889, Hon. H.P. Henderson, Judge, Presiding. Frank Herman, convicted of maliciously turning a switch at Matlin, on the Central Pacific railroad, was sentence to nine months' imprisonment.[28]

From the *Salt Lake Herald-Republican*, (1889):

We record another accident to-day in the shape of a broken arm. John Henderson, a Southern Pacific engineer is the unfortunate this time. Henderson went out with his train on Sunday for Wells, Nevada, the end of his run; he reached his destination in safety and started on the return trip. All went well till Matlin, a small station on this side of Terrace, was reached. Where it became necessary to stop the train to adjust some machinery about the lower part of the engine. While the fireman was under the locomotive fixing matters, Henderson thrust a lighted torch through the spokes of the wheel for the purpose of giving light to the fireman. Just at this moment the engine started on a run along the track, with the result that the engineer's arm was caught among the moving spokes, breaking it in two places between the elbow and wrist. He was brought to this city [Salt Lake City] where he received the surgical aid of Dr. Perking's. It is supposed that some air valve about the engine got slack and that coupled with the fireman's operations from below started the locomotive, the fireman was uninjured.[29]

From the *Ogden Daily Standard* (1903):

A shooting affray occurred at Matlin, Utah, about 120 miles west of Ogden this morning and because of it Pat Costello may die from two wounds received.

The shooting was between the trainmen on an east bound Southern Pacific freight and a gang of hoboes who had boarded the train with the intention of obtaining a free ride into Ogden. There were about 25 hoboes in the gang and when the train reached Matlin, Utah, Conductor E. T. Anderson of the freight train and his two brakemen, C.A. Malan and Al Stevenson, started to clear the train of the unwelcome passengers. They went to each car and ordered the hoboes occupying it to alight. When all of the hoboes had been ordered off the train Conductor Anderson returned to the caboose and Brakeman Malan and Stevenson started about their customary work. They did not notice that they were being followed by some of the hoboes and were therefore disagreeably surprised when they received a sharp order to hold up their hands.

Turning they beheld Costello with a heavy revolver pointed at them, and he emphasized his order with abusive language. Malan immediately raised his hands but Stevenson seemed too

frightened to. Costello began to curse and in hopes of quieting him Malan said: "Oh, if you're going to make trouble there is no use of hurting any one. Go back and get into the car."

But instead of becoming pacified Costello became more angry, and he fired the revolver, the bullet whistling close by Malan's face. Costello rapidly fired three other shots, none of them, however, taking effect. Malan seeing danger was imminent, drew his revolver and fired, but whether he fired two or three shots he does not remember. Two bullets at least took effect on Costello, who dropped to the ground, his revolver, which he claims was a 38-calibre Harrington & Richardson make, being flung down the grade, where it still remains.

As soon as it was discovered that Costello was seriously wounded he was placed on the train and brought to Ogden. The police were telephoned for and the wounded man was taken to the station where he was attended by Dr. Dickson. Later he was taken to the hospital by order of the railroad company. The wounds are both on the lower, right side of the abdomen and will probably prove fatal.

Malan, the brakeman who did the shooting, gave himself into custody of Officer Chambers and the latter and Officer Hutchins also arrested two of the hoboes as witnesses. One of these gave the name of Charles Alexander, of Elwood, Ind., and the other answered to the name of J.J. Holbrook. They witnessed the shooting. Sheriff Josephson of Brigham City had been notified of the shooting and came down this morning and took Malan and the two witnesses to Brigham City. As the shooting occurred in that county the legal proceedings will be held there.

Costello made a statement to Officer Chambers. "I shot first," he said. "I shot once and then I shot three times. When I was shot I fell down and my revolver fell down the embankment. I had been drinking heavily and was mad."

C.A. Malan, who shot Costello, is one of the popular trainmen on the line. He is a resident of Ogden and very favorably known here.[30]

A follow up story to this tragedy was posted on the *Ogden Daily Standard* two days later.

Michael Costello, who was shot at Matlin, died on March 10. Malan, who did the shooting, was released by the authorities, saying that evidence showed he shot in self defense.[31]

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[1] Lynn Farrar, *Tracklaying Record of the Central Pacific by Days 27 July 1868 to 08 May 1869 Near Brown, Nevada to Promontory, Utah.* Central Pacific Railroad Photographic Museum, 2005. http://cprr.org/Museum/CPRR_DAILY_TRACKLAYING.pdf (accessed 1-11-21).

[2] Richard V. Francaviglia, *Over the Range: A History of the Promontory Summit Route of the Pacific Railroad* (Logan: Utah State University Press, 2008), 210. https://muse.jhu.edu/book/7312 (accessed 2-25-21); https://babel.hathitrust.org/cgi/pt?id=usu.39060017131599&view=1up&seq=2 (accessed 2-25-21).

[3] Central Pacific Railroad, [List of Buildings on the Central Pacific Railroad from Sacramento, California to Ogden, Utah, including the Sacramento, Truckee, Shoshone, Humboldt, and Salt Lake Divisions]. August,1869. National Archives and Records Administration, College Park, Maryland.

[4] Ancestry.com. 1870 *United States Federal Census* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2009. Images reproduced by FamilySearch. "Matlin Section, Box Elder County, Utah".

[5] *Central Pacific Railroad, Nevada and Utah Station Plan Book, ca. 1880s, MS79, Central Pacific Railroad Collection, RG 3, Land Department Records* (Sacramento: California State Railroad Museum Library), 116.

[6] Ibid. 117.

[7] Ancestry.com. *1880 United States Federal Census* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2009. Images reproduced by FamilySearch. "Terrace Precinct, Box Elder County, Utah", 25.

[8] Southern Pacific Company, *List of Officers, Agencies and Stations* (San Francisco: Southern Pacific Company, 1881-1903. On file Sacramento: California State Railroad Museum Library.

[9] Southern Pacific Company, *List of Officers, Agencies and Stations…* 1900-1926.

[10] John R. Signor, *Southern Pacific's Salt Lake Division* (Berkeley: Signature Press, 2007), 45.

[11] (Central Pacific Railroad 1869) Central Pacific Railroad, Central Pacific Public Timetable, 1869. http://www.sacramentohistory.org/admin/photo/271_760.pdf (accessed 11-03-20).

[12] Report of the Railroad Engineer, In: Annual Report of the Commissioner of Railroads to the Secretary of the Interior 1889, (Government Printing Office, Washington, 1889), 74. https://www.google.com/books/edition/Annual_Report_to_the_Secretary_of_the_In/NsA_AQAAMAAJ?hl=en&gbpv=1&dq=Report+of+the+Commissioner+of+Railroads+to+the+Secretary+of+the+Interior+1888&pg=PA24&printsec=frontcover (accessed 11-10-20).

[13] Signor, *Southern Pacific's Salt Lake Division,* 63.

[14] Railroad Engineer's Report, In: *Annual Report of the Commissioner of Railroads to the Secretary of the Interior, 1893,* (Government Printing Office, Washington, 1893), 42. https://www.google.com/books/edition/Annual_Report_of_the_Commissioner_of_Rai/kiA8AQAAMAAJ?hl=en&gbpv=1 (accessed 11-9-20).

[15] *Ogden Daily Standard,* "Random References," August 3, 1896, p. 8.

[16] Ancestry.com. *1900 United States Federal Census* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2009. Images reproduced by FamilySearch. "Kelton Precinct, Box Elder County, Utah".

[17] Southern Pacific Company, Salt Lake Division, Employees' Time Table 4, February 1st, 1905, (Ogden: Southern Pacific Company).

[18] Southern Pacific Company, Salt Lake Division, Employees' Time Table 20, September 12th, 1909, (Ogden: Southern Pacific Company).

[19] Southern Pacific Company, *List of Officers, Agencies and Stations* (San Francisco: Southern Pacific Company, 1915).

[20] Southern Pacific Company, *List of Officers, Agencies and Stations…* 1934).

[21] Southern Pacific Company, *List of Officers, Agencies and Stations…* 1935-1941); Southern Pacific Company, Station Changes File, n.d. Sacramento: California State Railroad Museum Library.

[22] Southern Pacific Company, *Right of Way and Track Map. V-2/7 Part of Promontory Branch from Lucin to Beginning of Leased Line west of Cecil Junction, Southern Pacific Company, Salt Lake Division, Box Elder County, Utah from Station 1397.87 to Station 730.00* (College Park: National Archives and Records Administration, 1916).

[23] Michael R. Polk, *Chinese Railroad Workers at Central Pacific Stations Ca. 1870s-1880s.* Paper Presented at the Annual Meeting of the Society for Historical and Underwater Archaeology, January 6-10, 2016. Washington, D.C. https://www.researchgate.net/publication/344118706_Chinese_Railroad_Workers_at_Central_Pacific_Stations_Ca_1870s-1880s.
Michael R. Polk, *Post-Construction Chinese Worker Housing on the Central Pacific Railroad: 1870-1900.* Paper Presented at the Annual Meeting of the Society for Historical and Underwater Archaeology, January 4-8, 2017. Fort Worth, Texas. https://www.researchgate.net/publication/344118779_Post Construction_Chinese_Worker_Housing_on_the_Central_Pacific_Railroad_1870-1900; Michael R. Polk, Spatial Relationships at Ethnic Chinese Dominated Section Stations in the Western United States, Paper presented at the Annual Meeting of the Society for Historical Archaeology, January 8-11, 2020, Boston, Massachusetts. https://www.researchgate.net/publication/344119479_Spatial_Relationships_at_Ethnic_Chinese_Dominated_Section_Stations_in_the_Western_United_States; Michael R. Polk, Christopher W. Merritt, and Kenneth P. Cannon, Chinese Workers at Central Pacific Railroad Section Station Camps, 1870-1900. Web Exclusive Essay, Stanford University Chinese Railroad Workers of North America Project. Stanford, California. https://web.stanford.edu/group/chineserailroad/cgi-bin/website/wp-content/uploads/2019/05/Chinese_Workers_at_CPR_Section_Station_Camps_Polk_Merritt_Cannon.pdf

[24] Chris Merritt, email communication, March 27, 2019.

[25] Priscilla Wegars, "Who's Been Workin' on the Railroad," *Historical Archaeology,* 1991, 25(1):37-65.

[26] Carter Williams, "Utah Wildfire Destroyed Nearly 150-year-old pieces of Transcontinental Railroad History," KSL News Online, June 6, 2020.

[27] Southern Pacific Company, *Bridge Inspection Reports, Salt Lake Division 1920,* (San Francisco: Southern Pacific Company Engineering Department), 241; (Chris Merritt, email communication, June 9, 2020).

[28] *Salt Lake Herald-Republican,* "Court Sentencing," December 13, 1889, page 3.

[29] *Salt Lake Herald-Republican,* "Severe injury at Matlin," September 13, 1888, p. 3.

[30] *Ogden Daily Standard,* "Brakeman Fires Fatal Shot at Hobo," March 9, 1903, p. 6.

[31] *Ogden Daily Standard,* "Costello Dies from Wounds," March 11, 1903, p. 5.

ROMOLA

Established	Formally	Milepost:
January 1, 1899	Abandoned: January 1, 1907	725 miles *from San Francisco*

Romola was another short-lived station established during a time of restructuring and enhancing of the SP and CP line. It was built to service the growing livestock industry in western Box Elder County in the early 1900s. No information concerning the origin of the name could be found other than the fact that it is the feminine form of Romulus, of Italian origins. Archaeologists Raymond and Fike indicate that track plats show a loading platform and train car body at the station.[1]

The station first appears in the SP Station lists in 1900 as a non-agency station with no services, continuing until 1905 when it is upgraded to a Class A Freight Station.[2] Romola first appears on an employee timetable in 1904 where it is a stop for passenger trains. In 1905 it changes to a flag stop but is not listed in subsequent years.[3]

Likely due to decreased traffic on the line after the Lucin Cutoff is completed, Romola ends service as a Promontory Branch line station toward the end of 1906.

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[1] Anan S. Raymond and Richard E. Fike, Rails East to Promontory: The Utah Stations, Bureau of Land Management, *Cultural Resource Series, No. 8* (Salt Lake City: Bureau of Land Management, 1981), 61. https://www.blm.gov/sites/blm.gov/files/documents/files/Library_Utah_CulturalResourceSeries08.pdf (accessed 12-7-20).

[2] Southern Pacific Company, *List of Officers, Agencies and Stations* (San Francisco: Southern Pacific Company, 1900-1907), (On file Sacramento: California State Railroad Museum Library).

[3] Southern Pacific Company, *Salt Lake Division, Employee's Time Table,* (Ogden: Southern Pacific Company, 1904, 1905, 1909).

OMBEY

Track Reached Here: April 6, 1869	Established 1873	Formally Abandoned: 1942	Milepost: 730 miles *from San Francisco*

Ombey was an important station along the western portion of the Promontory route. Established somewhat later than original stations, it lay at the western edge of what was one of the two steepest climbs on the line in Utah (the other being from Blue Creek to Promontory).[1] The slope from Ombey to Kelton required yard or 'helper' engines from Terrace to push trains up the 1.35 percent grade of the Ombe Mountains.[2] The station takes its name from the nearby mountains.

Interestingly, Ombey is not mentioned in Crofutt's 1871 Tourist Guide nor in his 1872 guide, but in 1873, is listed as a station for the first time, between Kelton and Matlin, in the Chicago, Rock Island & Pacific Railroad Timetable.[3]

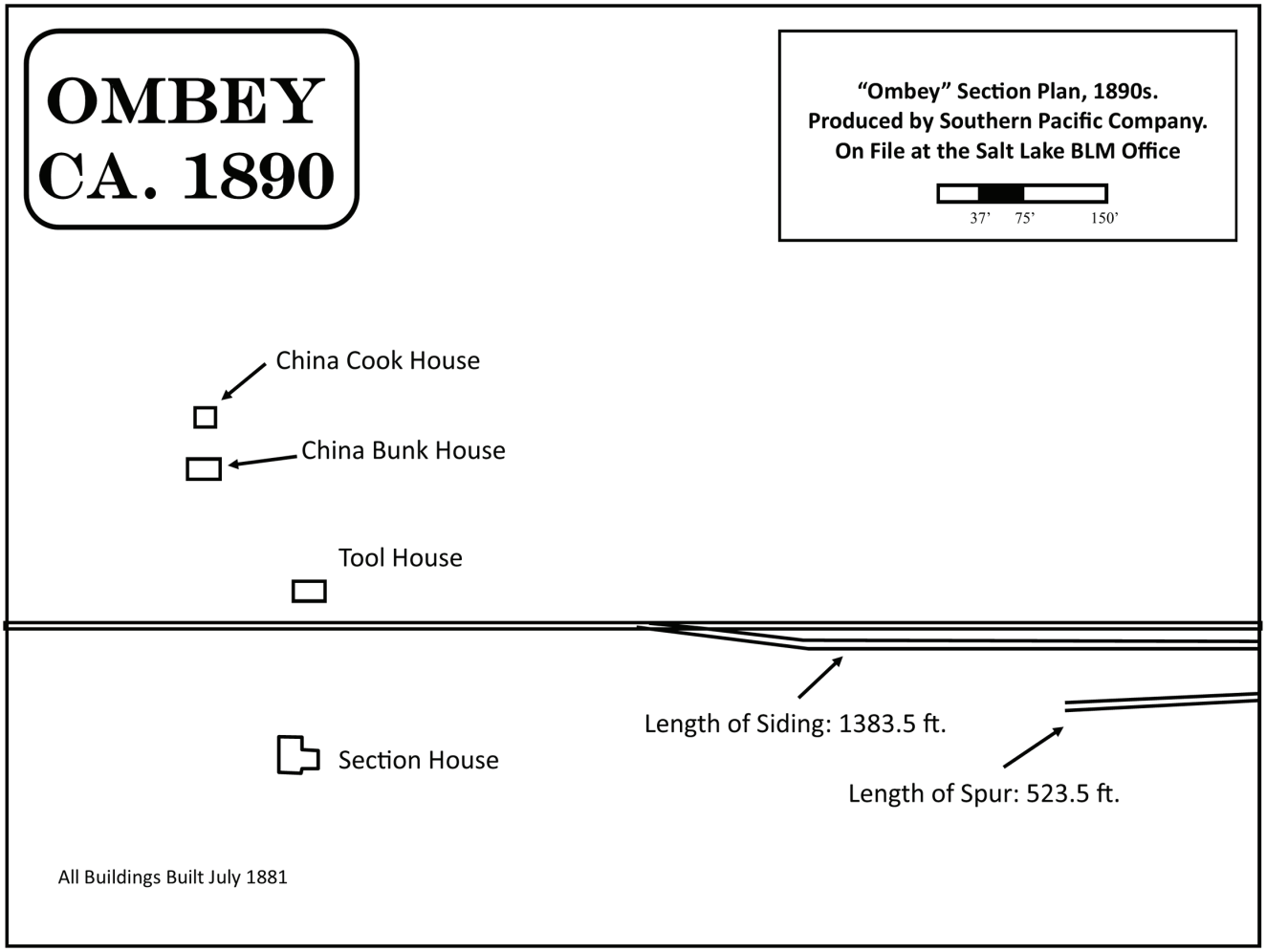

Figure 49: Ombey Section Plan, ca. 1890, re-drawn from Southern Pacific Company plans.

The site of Ombey is one mile west of Gravel Pit and postdates Gravel Pit by a few years. It was constructed sometime in the mid to late 1870s. It is known that buildings existed there in 1881. One of them, the "China house", burned in late August of that year.[4] In a Supreme Court case the CP indicated that they rebuilt the China house, calling it a "China section house". The cost was $129.30. The company also completed construction of a section house for $643.48 and a China cook house for $63.34 on December 31 of that year.[5]

The 1880 drawings of Ombey (not Gravel Pit) show the station located immediately west of the beginning of the siding for Ombey.[6] There is a section station on the east side of the tracks, a hand car shed near the west side of the track and a bunkhouse and adjacent cookhouse north of that. No doubt, the buildings identified in the drawing are those listed in the 1882 court case. It is interesting that the court case specifically identifies both a "China section house" (usually known as a "China bunk house") and a "China cook house", officially recognizing their specific use by Chinese workers. The configuration of buildings noted in the 1880 drawing is verified when the township was surveyed by the U.S. General Land Office in 1889. On the map for T. 11N., R. 12 W., one large rectangular building is shown on the east side of the tracks and two smaller rectangular buildings on the west side. (Figure 49)[7]

In the 1880 US Census the Ombey Section Station, taken on June 22, is likely identified within the Terrace Precinct. On the first page of the Terrace Precinct count (p. 25) a 33-year-old section foreman from Ireland is identified with his family and another section foreman, age 34, as a boarder. The next household is a group of seven Chinese railroad workers. That crew range in age from 28 to 36, averaging 28 years old. That group is followed by a second household group of six Chinese railroad workers. It is likely that the first group of seven were attached to Ombey station since the census worker listed names sequentially as he traveled west. Thus, the second group of six workers were located at the next section station, Matlin. In addition, it is probable that the foreman with family was attached to the Ombey station since he was enumerated first and would be less able to travel than the foreman boarding with him who likely oversaw the Matlin station crew.[8]

Ombey was not identified within the 1900 Census. It should have been recorded on the Kelton Precinct along with Matlin to the west. The distance from Kelton to Matlin is 20 miles and over rugged terrain, too far for other maintenance crews to cover. Throughout the history of the railroad to this point, an occupied station was maintained in this area. There was even a telegraph station there as late as 1909. It is certain that Ombey was occupied by a maintenance crew in 1900 and, for some reason, was overlooked during the census.

The year after the 1880 census, SP records become available showing Ombey within the Salt Lake Division system. Beginning in 1881, the station shows as a non-agency station with no services until 1888 when a telegraph station with call number "OM" is shown. However, it is likely an operator was at Ombey well before this date as indicated by a death notice of a former Ombey operator in 1888.[9] In 1890 Ombey is listed as a Class A Freight Station with platform and call number "B". This symbol remains until 1896 when the telegraph designation disappears, only to reappear for several years, and ending in 1903.[10] It is likely that Ombey's geographic position within the system, on the west side of a long grade toward Kelton, made it important to have a telegraph operator for railroad operations. This idea is reinforced by three appearances of a telegraph operator at Ombey on SP Timetables in 1890 ("Day Telegraph Station"),

1904 ("Day Telegraph Office") and 1909 ("Operator on duty 8 am to 8 pm"). About 1900, a Wye track is constructed at Ombey for locomotive turning and remained there until the station closed.[11] The station remained a Class A Freight Station throughout its existence until being abandoned in 1942.

In 1904 Ombey is identified as a "bulletin station" where bulletins for train crews are issued. By 1909 a day operator is shown on duty and Ombey shows as a water station. The siding is 8286 ft long in 1909.[12] By 1915, two of the sidings are designated for 41 car lengths. By 1934 the car lengths drop to 35, indicating removal of some track for use elsewhere on the system.[13] Beginning in 1935 and continuing until the line is abandoned in 1942, Ombey is missing from the timetables, as are all other stations between Kelton and Watercress due to discontinuance of scheduled train traffic on this portion of the line.[14]

Though the 1916 ICC Valuation Survey resulted in a handwritten note of "nothing here" below the name of Ombey, there were some items to note that still existed. The wye was quite apparent, curving south from the south end of the siding. Also, a short stub line is evident coming off the siding on the east side from the north. This was where the freight platform would have stood. Finally, there are "Grain Bins" depicted on the west side of the mainline near the south end of the siding, showing that, at that time, there was some shipping of grain from this station.[15]

Archaeology

Ombey is one of the few stations on the line where recent professional archaeological research has been carried out. As part of a grant program from the Utah Division of State History, USU Archaeological Services, Inc. carried out a survey of the Ombey site and detailed recordation of the ethnic Chinese ceramic distribution at the site.[16] (Figure 50) At Ombey, site 42BO2251, 674 artifacts were recorded, accounting for about 325 Chinese ceramic items:

> *The most common type, brown glazed stoneware, represents 90.1 percent of the total assemblage… and includes liquor bottles, spouted jars, and wide-mouthed jars. Bamboo, Winter Green, Double Happiness, and Four Flowers tableware also contribute. Winter Green and Four Flowers, the more expensive styles, contribute to just under half of the tableware…Bamboo and Double Happiness account for the remaining specimens. …Bamboo included clear examples of rice bowls, and Winter Green had representatives of rice bowls and cups of various sizes.*[17]

Figure 50 *Top:* Ombey cut looking east. *Bottom:* Ombey stone box culvert. *Photos by Kenneth Cannon, 2015.* Based upon railroad bridge inspection documents this culvert was constructed in 1869 and may have been an early replacement of the more temporary original culvert. It was likely constructed by Chinese workers.

Narratives and Newspaper accounts surrounding Ombey:

From the *Salt Lake Herald-Republican* (1877):

On the Central Pacific, it is said that yesterday morning, at about 5 o'clock, a collision occurred at Omn[b]ey, a place twenty miles distant, west from Terrace, between two freight trains from Kelton, traveling west. One train was switched at Omn[b]ey, part of the train being on the switch, and the remainder on the main line. As the second train came rushing down the incline, the collision resulted in two or three box cars and the engine being broken up. The wreck was immediately cleared up and taken to Terrace, which made the way clear for the passenger which had been delayed. At the time of the accident, a terrific snow and windstorm was raging, which prevented the engineer on the traveling train from seeing the switching train in time to avert the calamity. We are pleased to say, as far as we are able to learn, no injury to life or limb was sustained. [18]

From the *Ogden Daily Standard*, (1890)*:*

A terrible accident, which may result in the death of John O'Donnell, constable of Terrace precinct, occurred near Ombey, Wednesday.

Constable O'Donnell received word Tuesday that the section house at Bovine had been broken into by Edmond Fay, a notorious housebreaker, and Jack David, and everything of value taken. He immediately started out in pursuit. From Terrace he went to Kelton and then turned west, and on the prairie about four miles west of Ombey he overtook his men. The constable ordered them to throw up their hands, and immediately put the irons on them.

He took his prisoners to Ombey, where they were tried before Wm. M. Murphy, Justice of the peace for Terrace precinct, and bound over in $500 bonds each, which they failed to furnish, and the justice ordered them into the custody of the constable until their further examination, and to be incarcerated in the jail at Terrace.

Ombey is but twenty miles from Terrace, and Mr. O'Donnell thought as no train was due for some time, he would take the party over on a hand-car. The foreman of the section volunteered to accompany them, and a large hand-car was provided. They had been on the road a short time, when not two hundred yards, directly in front, they saw a special passenger fairly flying towards them. All hands jumped, and jerked the car from the track barely in time to avert a horrible accident. After the train had passed the car was returned to the track, and the constable tried to make his gun, which was a 38-calibre, Colt's repeating rifle, lay straight on the floor. In pulling it around the hammer caught and the gun went off, sending a bullet crashing through his groin, shattering his hip and perforating several delicate organs. The foreman kept the prisoners from escaping, although one of them said: "If I could get that gun I would fix you both."

A special was flagged, and the wounded man placed thereon. The railroad company also sent out a special to meet the incoming train, and O'Donnell was brought to this City [Ogden] yesterday morning, as also were the prisoners. The latter were locked up in the County jail, and were taken to Brigham City last night, under the care of Deputy Haskins, where they will have another hearing. Dr. Perkins was called in to attend the wounded man, who was taken to the Chapman House. The doctor probed the wound and extracted the bullet. Although a little easier, Dr. Perkins says his chances for life are about one to ten.

Mr. O'Donnell is Chancellor Commander of the Damon lodge Knights of Pythias, and is well known and respected. His associates say a more good-natured man never lived.[19]

[1] Richard V .Francaviglia, *Over the Range: A History of the Promontory Summit Route of the Pacific Railroad* (Logan: Utah State University Press, 2008), 210. https://muse.jhu.edu/book/7312 (accessed 2-25-21); https://babel.hathitrust.org/cgi/pt?id=usu.3906001713159 9&view=1up&seq=2 (accessed 2-25-21).

[2] John R. Signor, *Southern Pacific's Salt Lake Division* (Berkeley: Signature Press, 2007), 49, 54.

[3] Chicago, Rock Island & Pacific Railroad, "Timetable Dated 1873", (Accessed Online, http://cprr.org/Museum/Ephemera/Rock_Island_TT-c1873_WRA.html).

[4] Charles C. Nott and Archibald Hopkins, "Cases Decided in the Court of Claims at the Term of 1890-'91 with abstracts of Decisions of the Supreme Court in Appealed Cases from October, 1890 to May 1891, Volume XXVI" (Government Printing Office, Washington, 1892). 109-119. https://www.google.com/books/edition/Cases_Decided_in_ the_Court_of_Claims_of/Gv8bAQAAMAAJ?hl=en&gbpv=1 (accessed 11-15-20).

[5] The Central Pacific R.R. Co. v. The United States. 1892, 110.

[6] Central Pacific Railroad, Nevada and Utah Station Plan Book, ca. 1880s, MS79, Central Pacific Railroad Collection, RG 3, Land Department Records, 118. On file at Sacramento: California State Railroad Museum Library.

[7] U.S. General Land Office, Cadastral Survey Map of T. 11N R.12W, 1889.

[8] Ancestry.com. *1880 United States Federal Census* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2009. Images reproduced by FamilySearch. "Terrace Precinct , Box Elder County, Utah Census," 25.

[9] *Salt Lake Herald-Republican,* "Died", February 12, 1888, p. 3.

[10] Southern Pacific Company, *List of Officers, Agencies and Stations,* On File Sacramento: California State Railroad Museum Library, 1881-1903.

[11] Southern Pacific Company, *List of Officers, Agencies and Stations…* 1900-1926.

[12] Southern Pacific Company, Salt Lake Division, Employees' Time Table 20, September 12th, 1909, (Ogden, Utah: Southern Pacific Company).

[13] Southern Pacific Company, Time Table for the Salt Lake Division 47, June 17, 1934, (Ogden, Utah: Southern Pacific Company).

[14] Southern Pacific Company, Time Table for the Salt Lake Division, (Ogden, Utah: Southern Pacific Company, 1935, 1936, 1937, 1938, 1940, 1941, 1942).

[15] Southern Pacific Company (Central Pacific Railway Company), Right of Way and Track Map, V-2/12, Part of Promontory Branch from Lucin to Beginning of Leased Line west of Cecil Junction, Southern Pacific Company, Salt Lake Division, Box Elder County, Utah from Station 1420.00 to Station 1203.26 (College Park: National Archives and Records Administration, 1916).

[16] Kenneth P. Cannon, Houston L. Martin, Jonathan M. Peart, Molly Boeka Cannon, John Blong, Paul Santarone, Kathy Selma, Kassidy Price and Chris Dunker, The Archaeology of Chinese Railroad Workers in Utah: Results of Surveys in Box Elder and Emery Counties. *USUAS Special Report Number 3* (Logan: Utah State University Archaeological Services, 2016), 3.

[17] Cannon et al., The Archaeology of Chinese Railroad Workers in Utah, 55.

[18] *Salt Lake Herald-Republican,* "Collision at Ombey", January 19, 1888 p. 3.

[19] *Ogden Daily Standard,* "Accidentally Shot," September 26, 1890, p. 4.

GRAVEL PIT

Track Reached Here April 6, 1869	Established 1869	Formally Abandoned: 1880 to 1881	Milepost: 731 miles *from San Francisco*

Gravel Pit appears to have been the original station for this general location on the CP route between Kelton and Matlin. Archaeologists Raymond and Fike describe that a station was located one mile east of the eventual location of Ombey Station and the 1869 CP Inventory of Buildings identify at "Gravel Pit [station]" a "section house" measuring 16 by 30 ft and a kitchen measuring 10 x 20 ft in size.[1] They also note that this location included a "Chinese house, water tank, and a train car body".[2] In the 1876 issue of *The Pacific Tourist* the location is described as "…simply a side track in the midst of a heavy gravel cut, 778 miles from San Francisco…" suggesting that this could have been the "Gravel Pit" location, near Ombey.[3]

The 1880s Southern Pacific plan book has two pages of what appear to be two sets of "Ombey station" plan view drawings.[4] (Figure 51) At first glance, it appears from the titling, that

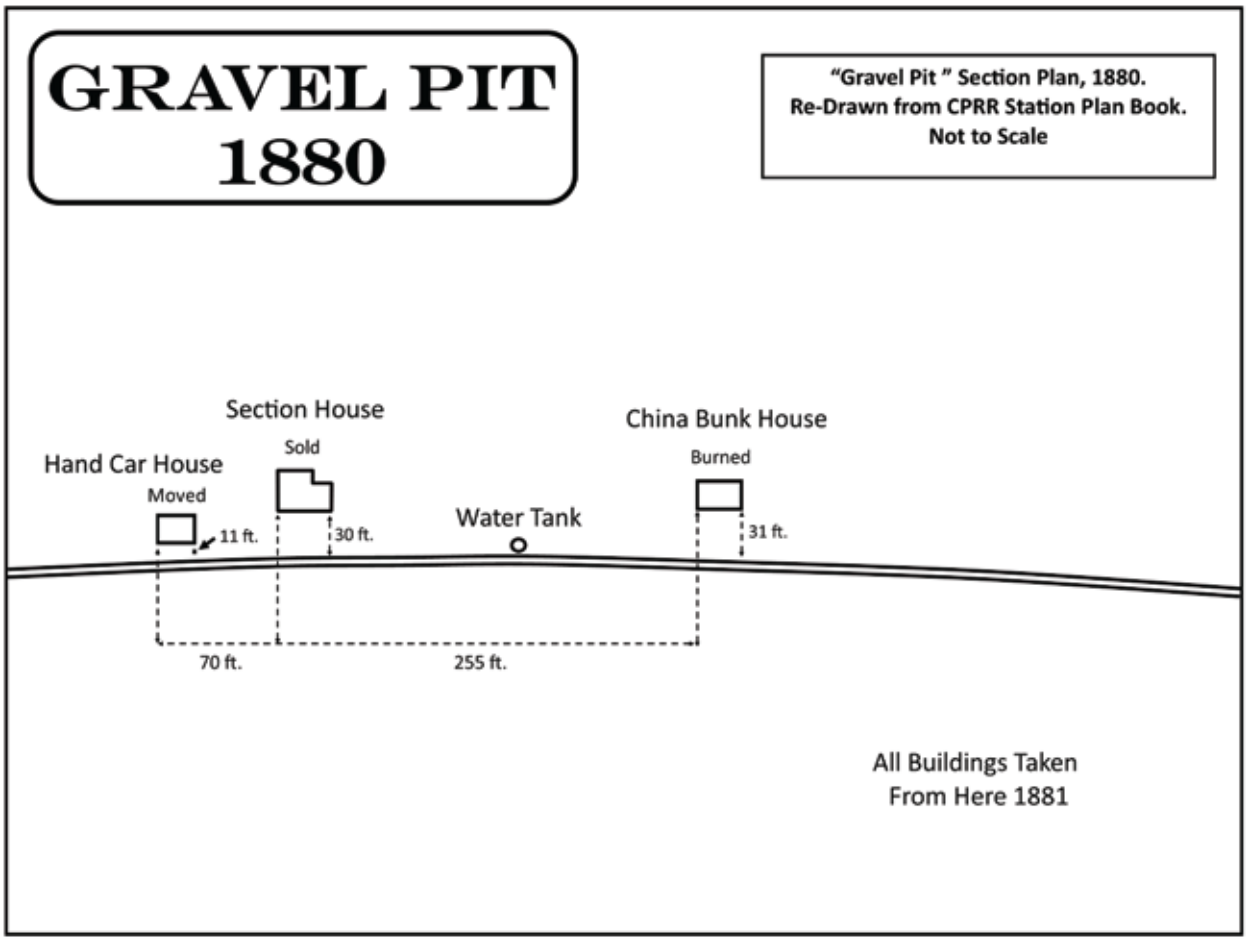

Figure 51: Gravel Pit Section plan, 1880 with hand-written notes from 1881, re-drawn from Central Pacific Railroad, Nevada and Utah Station Plan Book, 1880.

Ombey Station is depicted on the two pages, but the buildings are configured differently from one another and only one set lies near a siding. Those buildings represent the later constructed Ombey Station. The buildings at Gravel Pit were not on a siding but lay next to the mainline track. Added to that, the station plan view on page 119 states that these buildings are located "1 mile east of siding". Below the building sketches is the handwritten caption in red ink "All buildings taken from here 1881" and the notes on each of the buildings (shown on page 119) states that building (A) or "Hand Car House" was "Moved", building (B) or "Section House" was "Sold", and building (C) or "China Bunk House" was "Burned".

Careful inspection of the Kelton Precinct census for 1880 indicates that the last two household entries, on page 24, likely correspond to the Gravel Pit section station.[5] This idea partly rests on the assumption that the first two section stations counted in the Kelton Precinct were Monument and Seco, followed by the Town of Kelton. The census taker was moving westward toward Terrace as indicated by the fact that the day after the last count within the Kelton Precinct is made, the same census taker begins work in the adjacent Terrace Precinct. Also, railroad shop workers, a section crew and foreman are separately accounted for in Kelton itself. The group at Gravel Pit includes a 33-year-old Irish foreman and eight Chinese railroad workers and a Chinese cook, ranging in age from 20 to 46 with an average of 34.

Gravel Pit lies one mile east of Ombey, a station which lies in the adjacent Terrace Precinct. Nevertheless, it appears that, at least up to 1880, Gravel Pit maintained a section crew, perhaps due to the need to maintain some difficult track conditions in rough terrain, including the Dove Creek fill area.

One additional piece of information is that the section house and addition match the exact dimensions for the section house and kitchen at the station named "Gravel Pit" in the 1869 Inventory of Buildings.[6] The presence of a "water tub" at this location indicates that water was not readily available and had to be brought in by train. Nearby Ombey Station was established in 1873 and, likely, overlapped the function of Gravel Pit for a time, but it appears that the buildings at Gravel Pit were not used at Ombey. The Gravel Pit station was eventually abandoned, but according to the labeling on the page 119 drawing, the buildings were not removed (moved, sold, or burned) until 1881.

Archaeology

There is a limited understanding of this short-lived station. Several recent brief archaeological investigations of the general area have not found evidence of the station. It is not surprising given that the station lay on the mainline, not a siding or spur and that all buildings were apparently moved offsite (or burned) by 1881. A small trash scatter was found in 2007 (42BO1463) that has been tied to historic occupation of the station. It is likely that more definitive data will be found in future professional surveys of the area.

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[1] Central Pacific Railroad, [List of Buildings on the Central Pacific Railroad from Sacramento, California to Ogden, Utah, including the Sacramento, Truckee, Shoshone, Humboldt, and Salt Lake Divisions]. August,1869. National Archives and Records Administration, College Park, Maryland.

[2] Ibid. 62.

[3] Henry T. Williams, *The Pacific Tourist: The 1876 Illustrated Trans-Continental Guide of Travel from the Atlantic to the Pacific Ocean* (New York: Adams & Bishop Publishers, 1876), 172.

[4] Central Pacific Railroad, *Nevada and Utah Station Plan Book, ca. 1880s,* MS 79, *Central Pacific Railroad Collection, RG 3, Land Department Records,* 118-119. Sacramento: California State Railroad Museum Library.

[5] Ancestry.com. 1880 *United States Federal Census* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2009. Images reproduced by FamilySearch. "Kelton Precinct, Box Elder County, Utah".

[6] Central Pacific Railroad [List of Buildings on the Central Pacific Railroad…].

PEPLIN

Track Reached Here April 6, 1869	Established March 1, 1888	Formally Abandoned: July 30, 1942	Milepost: 734 miles *from San Francisco*

Peplin was established considerably later than many other stations on the line but was probably an original construction camp. "Peplin Cut", the enormous gorge cut (over 300' long, 20' wide and upwards of 40' deep) sliced through the flank of Peplin Mountain to accommodate the tracks and would have taken quite some time to complete. (Figure 52) No information is known about this location until 1888 when a notation of "Peplin" is written into the March SP List of Officers, Agencies and Stations. Peplin remains on this list until the Promontory Branch ends in 1942. It is identified with no services up until 1890 when, along with many other stations, it becomes a Class A Freight Station. It continues as such throughout its life, with a freight platform added in 1913.[1] In the 1880s, Peplin is designated as "Station 331 ¾" (Ombey to the west, is 331 ½). This was likely an administrative fix to fit both stations between the earlier Terrace (Station 331) and Kelton (Station 333).[2]

In 1890, Peplin is a station for freight and passenger trains, but by 1905, due to elimination of most trains on the Promontory Route, Peplin becomes a flag stop.[3] A 2800 ft long siding is shown at Peplin in 1909.[4] In 1915, there is siding room for 48 car lengths. Siding room drops to 43 car lengths in 1929 and in 1934 "Spur 9" is referenced indicating that the siding has become a spur with room for 9 cars.[5] After 1934 all scheduled train service ceases between Kelton and Watercress, including stops at Peplin Station, but on-call service remains.

Other than mention of a few culverts and trestles in the Peplin area, the ICC Valuation survey was silent with no structures noted.[6] The SP map accompanying the survey text shows a long siding at Peplin, plus a short stub siding that likely indicates the location of the freight platform.[7] Archaeologists Raymond and Fike mention a train car body at Peplin but this cannot be verified from available sources.[8]

Figure 52: Peplin Cut, facing northeast.
Photo by Elizabeth Hora, Utah State History, 2018.

There are limited mentions of Peplin in historical literature, though the station likely serviced sheep and cattle ranchers like other locations along the railroad. Railroad historian John Signor, in speaking about train movements of livestock in the western portion of the branch line during the 1930s, added a note about a rather unique commodity shipped from Peplin:

> *Traffic for the by then once-a-week local train consisted mostly of seasonal livestock shipments, particularly the movement of 125,000 sheep and 10,000 head of cattle to their winter ranges, along with inbound shipments of hay and grain to supplement the sparse desert grazing. Other traffic came from a deposit of infusorial earth, a product used in filtering water. During 1932, four carloads of this highly specialized commodity were shipped from Peplin, a station just west of Kelton.*[9]

During the ICC Abandonment proceedings, D. H. Adams, Chairman of District 1 of Utah under the Taylor Grazing Act, provided even more information about the importance of the railroad in that area:

> *I remember in 1931 and '32 I was down there [south of Highway 30] with about ten thousand sheep, down what is known as Peplin and Ombey and Watercress. I think I must have shipped in the neighborhood of ten or twelve cars of concentrates out there to those sheep. And if it had not been*
> *for the railroad I think I would have lost them all. As it was, I lost nineteen hundred head out of the outfit.*[10]

Newspaper Articles about Peplin

Newspaper articles about Peplin are sparse, but there were a few of interest:

From the *Ogden Daily Standard* (1893)*:*

> *A Southern Pacific special freight struck a steer at Peplin early Sunday morning and the engine and tender went into the ditch. No particular damage was done.*[11]

From the *Ogden Daily Standard* (1900)*:*

> ***Freight Wreck.*** *A freight wreck occurred last night at Peplin about six miles from Kelton and as a result a tramp lost his life and the road was blockaded. A double-header freight was stranding on the siding and another double-header freight heading in caused a collision which derailed and badly damaged the four engines and several freight cars. A tramp stealing a ride on one of the engines was instantly killed but no other casualties occurred. The road was blockaded and wrecking crews, who were sent to the scene are busy clearing the wreck. No. 6 passenger, due here at 6:45 a.m., did not arrive in Ogden until 1:30 p.m.*[12]

From the *Ogden Daily Standard* (1901)*:*

> ***Shooting Affray.*** *Some more train loads of soldiers came in from the west over the Southern Pacific today. Those who came in at noon participated in a shooting affray at Peplin this morning. A grafter who had been on the train from the coast was put off at that station and about 25 of the soldiers who had learned his character took about 300 shots at him. Some claim he was killed, and others that he was wounded, while the train crew claim he was not struck at all. The officials of the road or the civil authorities here could gain no definite information.*[13]

[1] Southern Pacific Company, *List of Officers, Agencies and Stations*. On File Sacramento: California State Railroad Museum Library, 1888-1942.

[2] Southern Pacific Company, *List of Officers, Agencies and Stations…* 1888-1889.

[3] Southern Pacific Company, *List of Officers, Agencies and Stations…* 1890).

[4] Southern Pacific Company, *Salt Lake Division Employee's Time Table,* (Ogden: Southern Pacific Company, 1905, 1909).

[5] Southern Pacific Company, *Salt Lake Division Employee's Time Table,* (Ogden: Southern Pacific Company, 1929, 1934).

[6] Interstate Commerce Commission, *Bureau of Valuation, Engineering Field Notes of ICC Parties Surveying the Physical Property of Railroads, 1914-29. [Notes concerning Peplin Station on the Southern Pacific, Promontory Branch Line]. Record Group 134: Records of the Interstate Commerce Commission, Bureau of Valuation. Central Pacific Railroad, Box 5820* (College Park: National Archives and Records Administration, 1916).

[7] Southern Pacific Company, *Right of Way and Track Map, V-2, 13. [Section of map including Peplin Station]. Part of Promontory Branch from Lucin to Beginning of Leased Line west of Cecil Junction. June 30* (College Park, National Archives and Records Administration, 1916).

[8] Anan S. Raymond and Richard E. Fike, Rails East to Promontory: The Utah Stations, Bureau of Land Management, *Cultural Resource Series, No. 8* (Salt Lake City: Bureau of Land Management, 1981), 67, https://www.blm.gov/sites/blm.gov/files/documents/files/Library_Utah_CulturalResourceSeries08.pdf (accessed 12-7-20).

[9] John R. Signor, *Southern Pacific's Salt Lake Division* (Berkeley: Signature Press, 2007), 205.

[10] Interstate Commerce Commission, Central Pacific Railway Company et al. Abandonment Proceedings. [unpublished transcript of hearings held in Salt Lake City, May 1 and 2]. Finance No. 13655, (Washington, D.C.: Interstate Commerce Commission, 1942).

[11] *Ogden Daily Standard*, "Train hits steer," August 8, 1893.

[12] *Ogden Daily Standard*, "Freight Wreck. December 8, 1900.

[13] *Ogden Daily Standard*, "Shooting Affray," July 3. 1903.

ZAIS

Established	Formally Abandoned:	Milepost:
January 1, 1902	January 1, 1907	738 miles *from San Francisco*

Zais was a short-lived station created to service the growing livestock industry in western Box Elder County. The station's name is of unknown origin. The station first appears in the SP Station lists in 1903 as a non-agency station with no services shown. In 1905, it is shown as a Class A Freight Station, but is missing from subsequent lists.[1] Employee timetables show the station as a stop in 1904 for six through passenger trains. The station's only other appearance is in 1905 when it is a flag stop. It is missing in the 1906 list.[2]

Zais is abandoned as a station at the end of 1906 on the Promontory Branch line, likely due to reduced traffic caused by the completion of the Lucin Cutoff.

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[1] Southern Pacific Company, *List of Officers, Agencies and Stations*, 1903-1907. On File Sacramento: California State Railroad Museum Library.

[2] Southern Pacific Company, [Salt Lake Division Employee's Timetable, 1904, 1905] (Ogden: Southern Pacific Company).

KELTON

Track Reached Here: April 10, 1869	Station Established: 1869	Formally Abandoned: July 30, 1942	Milepost: 741 miles *from San Francisco*

Kelton, well known as one of the original stations on the Central Pacific Railroad, was first named Indian Creek for a stream emanating from the Raft River Mountains. It was eventually called Kelton after a local stockman.[1] The location of Kelton was reached by the track crew on April 10, 1869.[2]

Kelton, Regional Powerhouse 1869-1882

The CP needed to obtain a stable source of water to establish a major railroad station in the desert. That came early on when the company built a pipeline from springs in the Raft River Mountains to the north down to the station. BLM Archaeologists Raymond and Fike indicated that a redwood pipeline drew water from the foot of the Raft River Mountains seven miles to the north and another archaeologist Rand Gruebel reports that the same bored log technology used at Terrace was used at Kelton to carry the water.[3] It is likely that this pipeline was replaced in 1873 by an iron version as it was for the original wooden pipelines at Blue Creek, Rozel, Terrace and Lucin (see discussion in Terrace Chapter).[4]

Alpine Archaeological Consultants encountered one iteration of this line, termed the Kelton Aqueduct (42BO1661), during their work for the Ruby Pipeline Project in 2009 and 2013.[5] The water was obtained from two unnamed springs about 7.8 miles from Kelton at the base of the Raft River Mountains. The Utah Division of Water Rights database reveals that the aqueduct was replaced with a 4-in.-diameter wrought-iron pipe in 1895 and that the southern end of the Kelton Aqueduct was, again, replaced in 1916.[6]

While no archaeological evidence of such a pipeline was found during Alpine's work, they did encounter several sections of discarded 4-in-diameter iron pipe near a buried AT&T fiber optic line where the Kelton pipeline was expected to exist.[7] Also, at 22 in below surface, in the alignment where the pipeline was expected, they found a 4 in-diameter heavily oxidized iron pipe which is, almost certainly, the second or perhaps, third, iteration of the Kelton aqueduct installed in 1895 or 1916. (Figure 53)

Figure 53: Kelton Aqueduct (42BO1661). View to the south-southeast showing a length of in-situ oxidized 4-inch diameter iron water pipe within an excavated area. This pipeline was found during documentation of the Ruby Pipeline crossing of a segment of the Kelton Aqueduct. *Photo courtesy Alpine Archaeological Consultants, Inc.*

As part of the 1974 Golden Spike Oral History Project a former resident of Kelton, Leona Yates Anderson, provided some first-hand observations about water procurement in town:

> *We had it [water] in the tank, this tank, and they had it piped and we had fresh spring water, good water. .... It was piped from north-west up towards Park Valley, it was piped from up in the hills and they had a man maintain that pipe line all the time. In fact, that was one job the [railroad] section men had was to go so often and clean the spring and check it, and we had good cold water.*[8]

Kelton's location near expanding mining activity and the population growth in southwestern Idaho made it an ideal place for new stage and freight routes into Idaho. Larry Jones, historian with the Idaho State Historic Preservation Office, explains:

> *Kelton was destined to become the main shipping point on the Central Pacific for southwestern Idaho after John Hailey chose a stage route from Boise City to Kelton. He connected Kelton with a route that had been opened from Salt Lake to Boise by freighters sent out in 1863. .... By the summer of 1869, Hailey had 42 hour stage service between Kelton and Boise. Many freighters followed Hailey's route.*[9]

Hailey had 19 stage stations on the 232-mile road between Kelton and Boise. The 1878 Pacific Tourist adds that in 1877, 3,000 tons of freight were shipped from Kelton to Idaho.[10]

With its good water source and geographic location for access into Idaho, the town grew rapidly and encouraged the railroad to make Kelton an important regional station for its operations. In 1870 Kelton had a population of about 100 which included 27 Chinese immigrants, two of whom are cooks at a hotel, two work in a laundry, and one female keeps house. Twenty-two of the Chinese men live in the "Section House" and work for the railroad.[11] Ages of Chinese railroad workers ranged from 19 to 41, averaging about 30 years old. Kelton developed a commercial center with a brick schoolhouse, several two-story hotels, stores, saloons, and gambling halls, and even a telephone exchange.[12] The U.S. Post Office opened an office there on December 16, 1869.[13]

Kelton's importance as a freighting and stock hub, lead to the erection of an 'immense corral' by 1872:

> *Mammoth Corral– At Kelton an immense corral has been erected by Messrs. Board, Rosevere & Co., who have accommodations for any number of horses and cattle, with hay, grain and other forage in unlimited supply. Freighter and stock owners should take a note of this and remember the Overland corral when they go to Kelton.*[14]

Stage and freight traffic were frenetic for many years after the town's establishment as seen in the increasing population of Kelton. In 1880 Kelton's population had increased to about 137, the town's peak. About 18 residents worked directly for the railroad including a railroad agent, a watchman, foreman, and 15 Chinese railroad workers. The Chinese population had increased to 30, with 15 of these employed as railroad workers, led by an Irish foreman. The average ages of Chinese workers had risen to 33 from 1870 and ranged between 25 and 44.[15]

The heyday of Kelton was its first decade plus a few years. One resource identifies 13 commercial businesses including a blacksmith, several general stores, drug store, two liquor stores, hotels, livery stables, stage company, and saloons.[16] Railroad infrastructure in 1869 was identified in CPs "Inventory of Buildings" as a "Freight House 32 x 50 [ft], Water tank 8 tubs capacity 20,600 Gallons, Section House 16 x 30 feet, kitchen 10 x 20 feet, Telegraph office."[17] By 1880 the infrastructure had grown substantially as

detailed by Raymond and Fike from available sources coupled with a composite drawing from Southern Pacific Station Plans (Figure 54):

> *Structures associated with the railroad included the depot… a turntable, engine house, water tank and pumphouse, section house… and such ancillary facilities as rail spurs and sidings. By 1900, a wye was constructed west of town to facilitate the handling of the new, heavier engines. Water for Kelton and surrounding stations was drawn via [a] redwood pipeline from the foot of the Raft River Mountains, seven miles north.*[18]

Though the style is not known, the 1917 description of the Kelton water tank verifies that it consisted of a tank enclosed within a rectangular frame structure resembled all other known water tanks on the Promontory Route at the time.

Interim Years, Kelton 1883-1903

Freight traffic significantly ebbed when the Oregon Short Line Railroad completed its rail line from Utah as far as Shoshone, Idaho in February 1883. At this point, stage, express, mail and freight traffic transferred away from Kelton to meet the advancing railroad.[20] Nevertheless, the 1880s and 1890s were still good times for Kelton. Despite the loss of its stages and overland freight traffic, the transcontinental railroad still went through town creating job and entrepreneurial opportunities that generated much ancillary business.

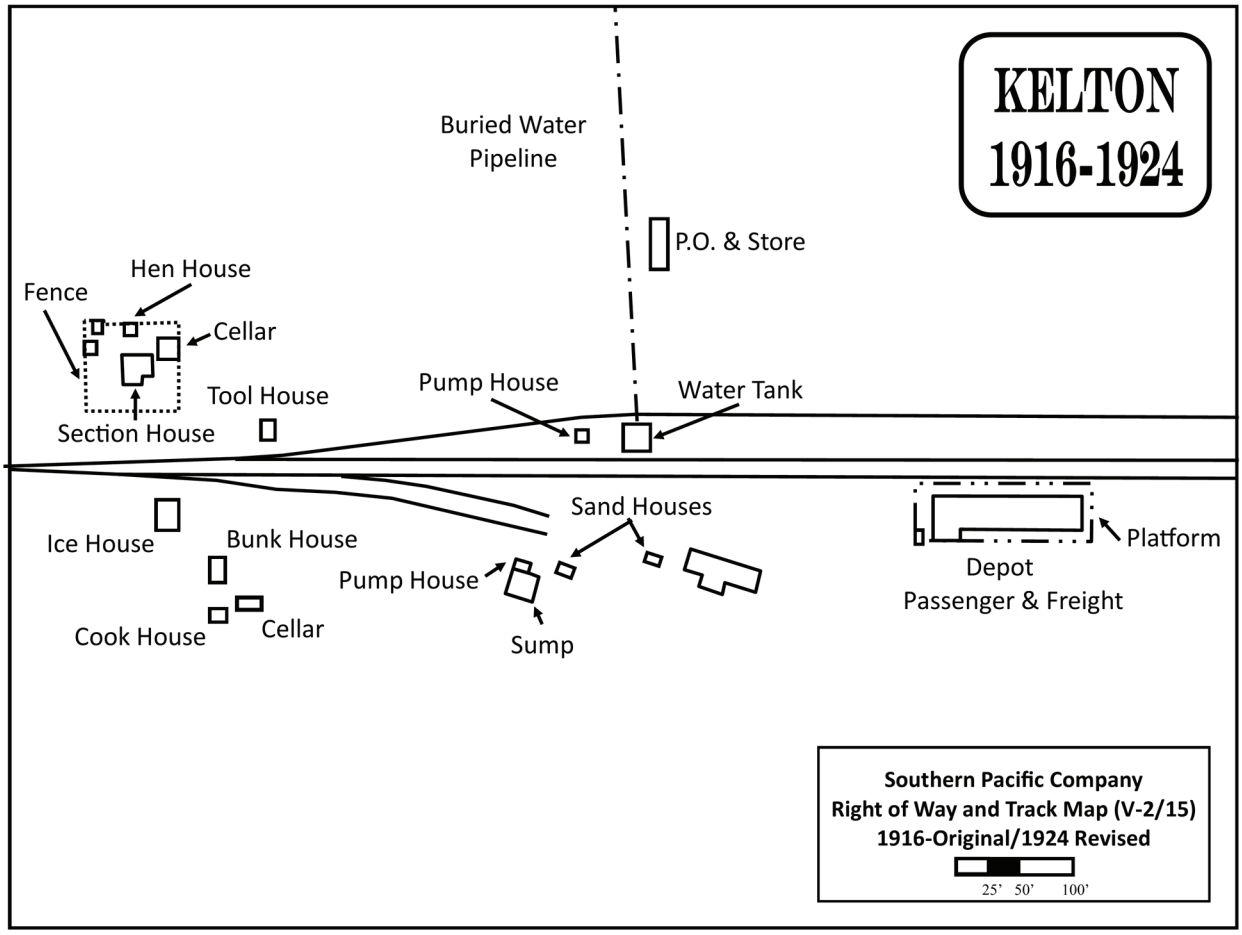

Figure 54: Kelton Section Plan, re-drawn from the Southern Pacific Company's Right of Way and Track Map, 1916/1924.

Construction continued at Kelton during the 1880s. In 1884 a new 50,000-gallon water tank was erected at Kelton, one of only four stations on the Promontory Route where tanks of this size were constructed.[21] The others were at Terrace, Blue Creek and Ogden. In 1889 a new coal platform, 16 by 67 feet, was built and the water supply to the town and railroad was increased by installation of a 10,580 foot-long 2-inch pipeline from a new spring. In 1890 the engine house at Blue Creek and the turntable at Montello were moved to Kelton for use in its yard.[22]

Since its inception, Kelton was an agency station. Continuous records beginning in 1881 show that it also had a telegraph station with a platform.[23] (Figure 55) The station gained a stockyard in 1888, became a Class A Freight Station beginning in 1890 and was identified as a Passenger and Freight station. Water for livestock was added to the services in 1895 and, in 1898, the stockyard was shown able to hold up to eight carloads of livestock. In 1903 Kelton became a F.T.X. station, capable of handling

Figure 55: Kelton Section House, reportedly relocated to a nearby ranch, photo is ca. 1980s. *Photo courtesy of the Bureau of Land Management.*

Buildings	Year Built	Construction	Size
Passenger and Freight Depot	1872	Frame	Lower story 32' x 144' , Upper story 12' x 24'
Platform	1872	----	----
Water Tank	1883	Wood tub on wood tower	24' x 16' all in 28' x 28' frame housing
Foreman's House	1881	Frame, one story	16' x 40'
Tool House	1898	Frame	12' x 14'
Ice House	1881	Railroad tie construction.	----
Barn		Frame	15' x 20' x 8'
Chick Shed		Frame	12' x 21' x 7'
Store House	1879	One story	12' x 16'
Section House	1882	Frame, one and one-half story	16' x 24'
Bunk House	1872	Frame	16' x 24'
Cook House [behind Bunk House],	1879	Frame	12' x 14'
Roundhouse Pit [likely meaning turntable pit]	----	----	----
Engine House	1896	Frame, dirt floor	18' x 70.5'
Stock Yards	1906		96' x 108'

Table 17: Standing Railroad and Related Structures with dates in Kelton during 1917.

express shipments. The stockyard was upgraded to handle 18 carloads in 1916. All of these services continued up to 1936. By 1940, F.T.X. services were discontinued as was the telegraph station, but the timetable for 1940 shows a telephone available at the Kelton Station.[24] By the end, in 1942, Kelton Station had been reduced to a Class A Freight station with platform, stockyard and water.

Timetables scattered through the early years of operation reveal a variety of scheduled train consists passed through Kelton. One of the first Employee Timetables for the division, handwritten on May 29, 1869, shows four through freights and two passenger trains stopping daily at Kelton.[25] All the timetables up into the early 1880s show Kelton with a connection to Idaho Territory and Oregon. By 1890, Kelton has a "day and night telegraph station". Six freights and four passenger trains, the Atlantic and Pacific Express, passed through daily.[26] (Figure 56)

After 1900, the turntable was discontinued, and a wye constructed that could serve the purpose of turning locomotives.[27] However, it seems that an engine house continued to be used. A 1903 newspaper article stated, "The Southern Pacific company is building a new roundhouse at Kelton, Utah. The old one burned early last fall".[28] The term "Roundhouse" usually includes engine houses as was the case at Kelton. The building that burned, however, may not have been the engine house moved from Blue Creek to Kelton in 1890. Inspection of a 1913 photograph of the engine house at Kelton suggests that this was the one moved from

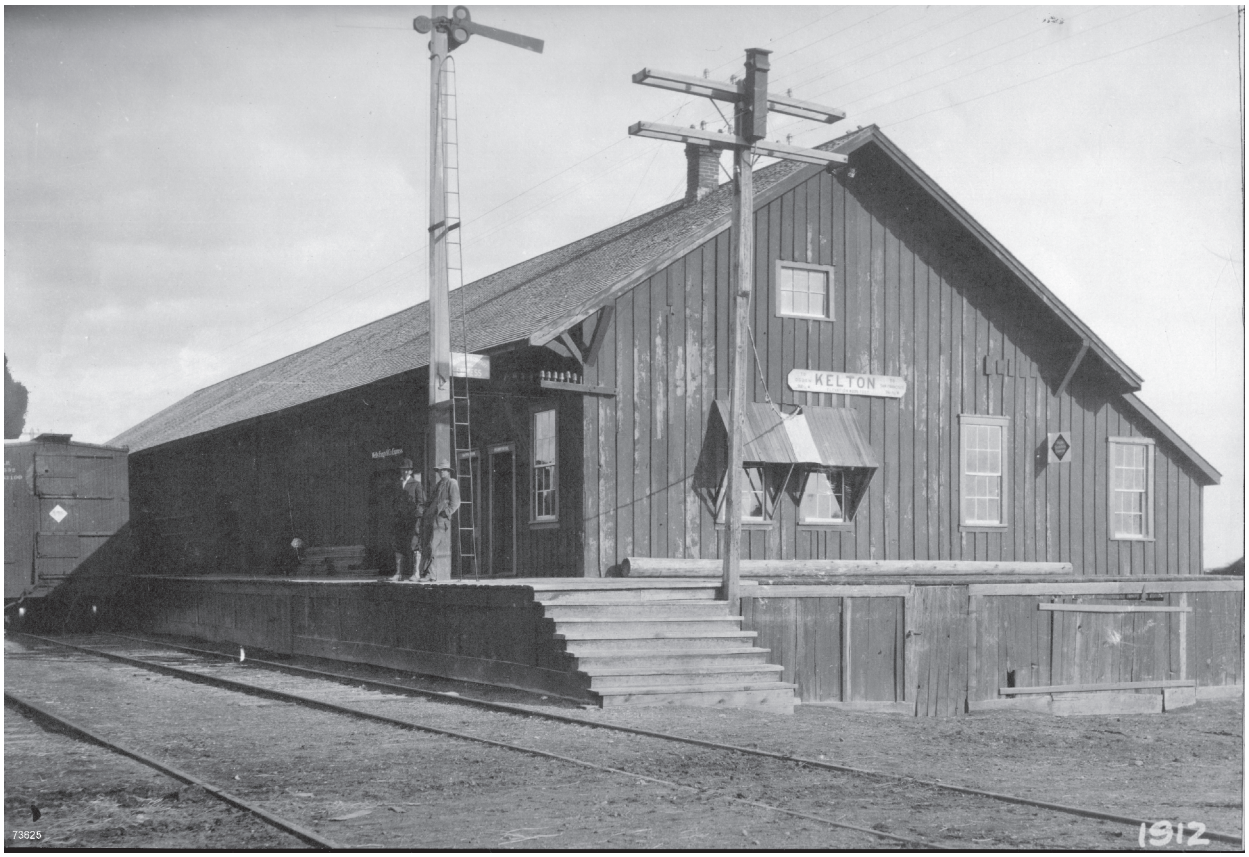

Figure 56: An exceptionally clear view of Kelton Depot and Freight Station in 1912. Note semaphore signal attached to the station and telegraph pole with wires strung to a crossarm nailed to the side of the building. *Photo courtesy of Western Railway Museum Archives.*

Blue Creek and, perhaps, at some point was repurposed and moved to another location within the railroad yards in Kelton. In the 1917 ICC valuation survey of Kelton, an engine house was recorded, 18 by 70.5 ft in size, with double leaf doors, and a dirt floor, constructed in 1896.[29] Which building that was is not known but an oral history notes that at some point, perhaps in the early 1930s, the operative engine house in Kelton was torn down.[30] (Figure 57)

Kelton had a daytime only telegraph, telephone, and large yard, with room on its sidings for 108 car lengths.[31]

The population of Kelton in 1900 dropped significantly from 1880, to only 86 people. There were 11 railroad workers at Kelton consisting of three locomotive engineers, three locomotive firemen, a telegraph operator, a section foreman from Nevada, age 43, and two section hands, both Italian, ages 27 and 47 who immigrated to the U.S. in 1897. With the effects of the Chinese Exclusion Act of 1882, and subsequent legislation, the Chinese faded from railroad employment. No Chinese were counted in Kelton for 1900, though one was counted there in a 1903 census of ethnic Chinese in Utah.[32] Kelton was one of the most important stations on the line and crews stationed there were depended upon for maintenance of track in its area. It is doubtful that two section hands and a foreman would be able to carry that out on their own. Other section hands were probably not counted in 1900.

Figure 57: View of the Kelton Station Enginehouse, 1913. This single stall structure was originally put into use at Blue Creek Station in 1881. It was used there for nine years and then moved to Kelton in 1890. *Photo courtesy of Western Railway Museum Archives*

Economic Disaster and Slow Decline 1904-1942

The next major economic hit for Kelton happened in 1904 with the completion of construction of the Lucin Cutoff. In April all through freight traffic moved away from the "Old Line" as the Promontory route began to be called, followed by all through passenger train traffic on September 29. This was a devastating blow to Kelton. Rail traffic diminished to two mixed trains daily to provide limited freight and passenger traffic needed for the local economy along the line.[33] In 1905 Kelton had a daytime only telegraph, telephone, and large yard, with room on its sidings for 108 car lengths.[34] By 1909 train service had dropped to one mixed train traveling from Corinne to Kelton in the morning and back to Corinne in the afternoon, 6 days a week.[35]

Leona Yates Anderson, in her 1974 oral history, relates many memories concerning the town. Her husband worked for the SP out of Kelton for 12 years as a section worker in the 1920s-30s working the line from Kosmo to Ombey or Peplin.[36] Concerning the stockyards and engine house she said:

Well, the main line came through and then if they wanted to bring in from the East when they were coming from the east they would put in some cars for the loading platform, was east of Kelton. They had big pens, big pens, three big cattle pens. They had chutes running out of them and…you know…Loading chutes and little alleys to herd the cattle in.

…. [concerning a roundhouse at Kelton] It wasn't a roundhouse, it was long. It was called a roundhouse, but it was where they drove in and put the cars that they wanted to work on see, the engine, they'd drive it over this pit, like a car pit. [And someone could get down] under it…. it was just a pit. …. They tore the building down while we were there and covered the pit. [She said it was before the earthquake, which was in 1934]. …. But then we had the water tower and then we had the oil. That's where they had to get oil [to fuel the locomotives]. I don't think they got oil out of either Ogden or Brigham. The got it at Kelton. …. [It was not from a tank} It was a pit, a big pit that they kept the oil in. And then they'd pump it out and pump it in to the engine. …. They'd bring an oil tank and hook it up to the pit and leave it on the high line [higher track] and it would go down into the pit.[37]

Ms. Anderson also described the station at Kelton with board sidewalks with a loading platform and large storehouses.[38] She mentioned that people in the town frequently bought clothes and other items on order from a store on the Wasatch Front, and received the goods by train. She would even write a note to the grocery store in Brigham City and the items would come out on the next train with free transportation.[39]

In 1910 the population of Kelton dropped slightly to 68. There were few identifiable railroad employees, but those present included a telegraph operator and five Italian railroad laborers probably one of which was a foreman.[40] The Italians ranged in age from 21 to 29, with an average age of 24. All had emigrated from Italy from between 1898 and 1906.

The year 1920 saw the population of Kelton drop once again, down to 50, with 11 employed by the railroad including an American warehouse worker, an Italian Agent, a 24-year-old Japanese section foreman who immigrated in 1917 and a 55-year-old Italian "Track Walker" in the US since 1876. Also, there were seven section laborers, one of whom was from California and the other six from Mexico.[41] The laborers ranged in age from 24 to 47 with an average age of almost 34. The Mexicans immigrated to the U.S. between 1906 and 1919.

In 1924, the scheduled service dropped to two tri-weekly mixed trains. The telegraph was gone, in part because there was a telephone

available, but more importantly, because through train traffic had largely ceased.[42] Passenger train traffic was down to two trains, four days a week from Kelton to Corinne and one train to and from Lucin, one day per week.[43]

By 1930, the population dipped slightly to 47 with only six railroad employees, consisting of the station agent, a shop foreman a 30-year-old Japanese section foreman, who immigrated in 1917, and three laborers from the U.S.[44] By this time train service was down to two days a week to and from Corinne and one day a week to Lucin and one day a week from Lucin.[45]

End of the Line

Increased use of truck and automobiles, coupled with improved roads and highways highly impacted the railroad business in western Box Elder County during the 1920s-1930s. Railroad service through Kelton slowly diminished over the decades until, on June 12, 1939, the agency at Kelton was closed by approval of the Public Service Commission.[46] Available siding room dropped to 96 car lengths, indicating that rail has been removed for use elsewhere on the line.[47]

The last census of Kelton occurred in 1940 when the town's population had dwindled to 33, with railroad staff consisting of one section foreman and three section laborers, all from the U.S.[48] By this time, the mixed train operated between Ogden and Kelton on Wednesdays only with on-call service otherwise.[49] All scheduled traffic on the line ceased on June 17, 1940. During the ICC Abandonment hearings in 1942, L. P. Hopkins, Superintendent of the Salt Lake Division, stated there were no regular crews for the branch line because all service was on an "on call" basis. Crews would come from the "extra list". Maintenance employees on the Promontory branch in 1942 consisted of a foreman and three men at Corinne, a foreman and three men at Kelton, and a foreman and two men at Watercress. A mainline section gang at Lucin carried out maintenance work from that point to 10 miles onto the Promontory branch line to supplement the other crews described.[50]

ICC Abandonment Proceedings in June 1942 dealt the final blow to Kelton. Cattlemen and ranchers from Tremonton to Lucin based their businesses and livelihoods on the railroad. Ranchers needed the railroad to import cottonseed, cake, corn and bailed hay at certain times in the winter, according to John P. Holmgren, President of the Box Elder County Cattle and Horse Growers' Association.[51] Also, W. S. Young, Farmers' Grain Cooperative from Ogden, noted that 51 out of 901 cars of wheat sold were from Kelton.[52] Despite these, among other protestors, the need for rail to support the war effort won out and later in June 1942 the ICC decision was to allow abandonment of almost the entire line, from Lucin to Dathol.[53]

That decision essentially ended the life of Kelton. People began to move out and, inevitably, a few months later, on November 14, 1942, the U.S. Post Office at Kelton was closed forever.[54] No one lives at Kelton today, with part of the original town owned by private parties and other parts by the BLM. There are still foundations, the railroad berm, and the cemetery, but little else to remind visitors of how vibrant and important a commercial hub Kelton once was for northern Utah.

Archaeology

Kelton (42BO1743) has ceased to exist as a town. Early it was entirely tied to the railroad and stage and wagon traffic from the railroad to Boise, Idaho and later, remained important as a servicing station along the Promontory Route. As with other stations, it slowly died and, with the elimination of the Promontory Route, it ceased to exist. Many remnants of the town remain, however, and during the Ruby Pipeline Project, though the town was not disturbed, Alpine Archaeology carried out a detailed recordation of the site.[55]

Alpine archaeologists recorded Kelton within a footprint of 83 acres. A wide variety of structures and depressions were recorded including masonry foundations, platform foundations, foundation depressions, and leveled areas. These features likely represented former railroad industrial buildings, commercial buildings, home sites and all associated outbuildings. Despite extensive looting pits which have greatly disturbed the townsite, a total of 27 structures and 51 features were identified at the site. In addition, two railroad grades were found within the townsite including the main line and a siding that accessed the railroad depot.

Kelton Cemetery

The most prominent feature that remains in Kelton is the cemetery. In fact, it is the feature which most attracts visitor's attention. The known graves are bounded by a fence about three feet high and constructed of three horizontal, evenly spaced metal poles strung through wooden posts. The fenced area measures about 300 feet north-south by 70 feet east-west. According to Utah State History the first burial at Kelton was in 1872.[56] Find A Grave suggests that there are at least 24 people buried there, with dates of burial extending up to 1954, though only two are listed as having been buried in the 20th Century. There are seven with no dates of death and all except two are said to have died in the 1870s and 1880s.[57] In addition to those known, it is almost certain there are other graves not marked and others that are located outside of the fenced enclosure. (Figure 56)

Figure 58: One plot in the Kelton Cemetery, 2020. *Photo courtesy of Chris Dunker.*

Exciting Stories about a Once Vibrant Railroad Town

Over its lifetime, there were a wide variety of incidents, activities, and events which were documented in the Utah press. Here is a sample.

Freighting and Railroading Days in Kelton, the 1870s…

From the *Corinne Journal Reporter* (1872):

> ***Wagons at Kelton–*** *Mr. Holt of The Dun Wagon establishment, has gone down to Kelton to open a branch warehouse at that thriving town. He will henceforth be prepared to furnish the freighters and foremen There, and through the interior of western Utah, Nevada and Idaho, those sterling wagons of all sizes, and in every case warranting the use and wear of all he sells. We hope our friends at Kelton and neighborhood will give Mr. Holt a hardy welcome and fair trail, for that is all he wants 'to show the merit of his --- wares.*[58]

And, not to leave Kelton out from the incidents occurring at stations further east, from the *Corinne Journal Reporter* (1873):

> ***Serious Affray at Kelton.*** *This evening about nine o'clock an affray took place in Scott's saloon, between two teamsters which nearly proved fatal to one of the parties named Sam Pedarus. The quarrel originated over a game of cards and during the scuffle which ensued, one of the parties known as Johnie ---drew his knife. The first blow cut through the rim of his opponent's hat, splitting his ear and cutting a gash nearly five inches in length and about two inches in depth in the neck, just below the jaw on the left side of the head. The second blow made a slight flesh wound in the back nearly an inch in length. They separated and armed for a fight with billiard cues in the saloon and street ensued. The injured man then procured a pistol and as he entered the door of Scott's saloon, 'Johnie entered the back door, he instantly fired, missing his object, but inflicting a flesh wound on his right hand. By this time the loss of blood overpowered his strength, he was taken charge of by his friends and wound attended to. He will probably recover with care, but will remain disfigured. Both parties were drunk.*[59]

From the *Deseret Evening News* (1873):

> ***Body of a Chinaman Found.*** *Last Saturday morning as Mr. L.D. Rudd, was looking after some traps near the forks of the Ogden and Weber rivers, he discovered the dead body of a Chinaman, lying in a field in that vicinity. He had evidently been murdered, as there was a heavy gash on his head, and a stab in the abdomen, two or three cuts on the back, and several on the breast and arms, the last probably caused while defending himself. Under the body a bloody hatchet handle was found and near it a stick, two sacks and a rope, that appeared to have been used in conveying the body from some other point, after death. On his person were found five dollars and ninety cents in currency and some papers written in the Chinese language. He had been dead about two months. The police were immediately notified of the affair, and from them we learn that the name of the deceased was Ah Kah and that he lived in Kelton and traded in chickens and eggs between this city and that place. When last seen he had several hundred dollars in his possession. There is no clue to the murderers. Two cousins of the murdered man came from Kelton yesterday. They procured a coffin this morning, and buried the unfortunate individual on the sand ridge opposite this city. - Ogden Junction, Jan. 20th.*[60]

Railroading Takes over the Economy--
The 1880s and 1890s..."

From the *Ogden Herald* comes a most interesting article about a daring stage robbery late in the history of that enterprise:

"Come down," and he did come down very meekly, and took the position assigned to him. This imperative command was given to the driver by one of the masked robbers, who stopped the incoming stage coach, last night, when the vehicle was within eight miles of Kelton, Utah.

There were eight passengers on board the coach. One of the robbers went to the head of the team and took possession of the lead horses. The other three "went through" the travelers, some of whom were ladies, and dispossessed them of all their money, and other valuables, which occupied about two hours and a half. The daring thieves got about $2,500 in cash, four watches, and other jewelry. These avaricious, penurious wretches even took from the persons of the passengers their shirt studs and sleeve buttons. They then broke open the traveling trunks and took from them whatever was of sufficient value, or convenient to get off with.

After the rascals had plundered the people of all they could, they took off the leaders from the team, unharnessed them, and struck out with them for some place of safe retreat.

We understand they did not interfere with any of Uncle Sam's mail bags; because they had not time to go through them.

Before they left they returned the watch they took from the stage driver, and gave to each of the travelers one dollar to buy a supper when they reached Kelton.[61]

From the *Brigham City Bugler* (1891):

Kelton is Haunted. *The sleepy little town of Kelton has a real, live ghost about its ears. We learn the story from an authentic source.*

It runs as follows: Last Saturday night several young men were sitting up rather late, playing cards at the Jones' store. It wasn't precisely midnight, but it was nevertheless dark and murky without, when to the astonishment of the terrified men, a tall, stately form suddenly glided into the room. It was clothed in the usual long white robes and moved smoothly about without the merest shadow of a noise.

As mysteriously as it came, it unexpectedly vanished. Then it appeared to the telegraph operator at the station, a hundred yards away. This plucky fellow grabbed up a butcher knife and gave chase, slashing at that grim creature at every step, but each time his blows fell short, much to his astonishment, as he was in reaching distance each step. When he was on the point of cleaving off its head with one fell swoop, the uncanny creature vanished like a flash before his eyes. It has not been seen since.

The little place is said to be in a fever of excitement over the unusual occurrence.[62]

Approaching Danger - the 1900s…

From the *Salt Lake Tribune* (1903):

Battle with Bandits. *Ombey, October 29–Three bold robbers looted the general merchandise store of H. J. Jones at Kelton about 10 o'clock last night, but secured very little, if any, cash. They escaped on foot, followed by a volley of shots from a revolver in the hands of a man named Robbins, who was the only man aroused in the city until after the robbers had escaped. So similar were the methods of the robbers to those of the gang that successfully robbed the general merchandise store of H. Conant a few weeks ago that there is no doubt in the minds of the citizens that they are identical.*

The robbers gained entrance to the store building by means of smashing in the back door with a sledge hammer stolen from the railroad section house. The robbers then knocked the knob off the safe with the sledge hammer. The sound of the breaking of steel attracted the

attention of Mr. Robbins, who was passing the store. Seizing his revolver he ran to the front door of the store, but by this time the robbers had escaped through the back door. Robbins opened fire and a running battle ensued, in which, it is thought, one of the robbers was wounded.

By this time a number of citizens had been awakened by the firing and the town was soon aroused. Posses were formed to search for the robbers, but their efforts were futile.

Considerable business had been transacted the last few days, and it was generally supposed that a large amount of money was on hand. The robbers secured no money from the safe and very little else of value.[63]

From the *Deseret Evening News* (1910):

E. H. Jones, merchant from Kelton, is at the Cullen, having just come down from Boxelder county, where he says the sheep situation is serious. The great trouble is the failure of the railroad company to promptly deliver the provender arranged by the sheepmen for relieving the starving sheep. On Dec. 1, five weeks ago, Mr. Jones had three cars started from Nebraska, and they have not reached Kelton yet. They are delayed somewhere in Wyoming, and it will be some time before they can be delivered, and somewhat relieve at least a part of the scores of big flocks in the vicinity of Kelton. This is but one of many similar instances wherein the situation has been aggravated by the failure of the transportation companies to get grain through within a reasonable time. As a result the sheep in many places are already beginning to die from starvation.[64]

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[1] Frederick M. Huchel, *A History of Box Elder County* (Salt Lake City: Utah State Historical Society, 1999), 358.

[2] Lynn Farrar, *Tracklaying Record of the Central Pacific by Days 27 July 1868 to 08 May 1869 Near Brown, Nevada to Promontory, Utah.* Central Pacific Railroad Photographic Museum, 2005. http://cprr.org/Museum/CPRR_DAILY_TRACKLAYING.pdf (accessed 1-11-21).

[3] Anan S. Raymond and Richard E. Fike, Rails East to Promontory: The Utah Stations, Bureau of Land Management, *Cultural Resource Series,* No. 8 (Salt Lake City: Bureau of Land Management, 1981), 72, https://www.blm.gov/sites/blm.gov/files/documents/files/Library_Utah_CulturalResourceSeries08.pdf (accessed 12-7-20).

[4] *Annual Report of the Board of Directors of the Central Pacific Railroad Company to the Stockholders for the Year Ending December 31, 1873,* H.S. Crocker & Co., Steam Book and Job Printers, San Francisco, 1874. https://www.google.com/books/edition/Annual_Report/mdcNAQAAMAAJ?hl=en&gbpv=1&dq=annual+report+of+the+Central+Pacific+Railroad&printsec=frontcover (Accessed 11-8-20). Chief Engineer S.S. Montague in his section of the CP Annual Report of that year. Kelton was not called out specifically, but reference was that the company removed "…a large amount of water pipe, (substituting iron for wooden pipe at first used)" on the CP line. It is likely that water pipelines at Lucin, Terrace, Rozel and Blue Creek were included as well.

[5] Rand A. Greubel, Jenn Mueller, Jeremy Omvig, Matthew J. Landt, Jack E. Pfertsh, Martha Bright, Charles A. Reed, R. David Satterwhite, Sara A. Millward, Abbie L. Harrison, Michael J. Prouty, and Tracy L. Hoose, *Ruby Natural Gas Pipeline – Northern Utah. Volume 1: Archaeological Data Recovery Report* (Montrose: Alpine Archaeological Consultants, Inc., 2013), 379-382.

[6] Utah Division of Water Rights, "Claim of Spring by Southern Pacific Company, Claim Code No. 2342 (Accessed online: https://waterrights.utah.gov/asp_apps/wrprint/wrprint.asp?wrnum=13-2342; Greubel et al., *Ruby Natural Gas Pipeline,* 379.

[7] Ibid., 379

[8] Leona Yates Anderson, "Oral History, Golden Spike Oral History Project, GS-14" (Salt Lake City: American West Center, University of Utah, 1974), 27. https://collections.lib.utah.edu/details?id=865923&facet_setname_s=uum_gsohp (Accessed 9-13-20)

[9] Larry Jones, *The Kelton Road. Idaho State Historical Society Reference Series No. 74. (Boise: Idaho Historical Society, 1972.*

[10] Henry T. Williams, *The Pacific Tourist: An Illustrated Guide to Pacific RR California, and Pleasure Resorts Across the Continent* (New York: Adams and Bishop, 1878), 167-168. https://www.google.com/books/edition/The_Pacific_Tourist/wRtXI873sw8C?hl=en&gbpv=1&dq=The+Pacific+Tourist+1878&printsec=frontcover (accessed 2-21-21).

[11]Ancestry.com. *1870 United States Federal Census* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2009. Images reproduced by FamilySearch. "Kelton Station, Box Elder County, Utah".

[12] Huchel, *History of Box Elder County,* 357-358.

[13] John S. Gallagher, *The Post Offices of Utah* (Burtonsville: The Depot, 1977), 21.

[14] *Corinne Journal Reporter,* "Mammoth Corral," May 28, 1872, p. 3.

[15] Ancestry.com. 1880 *United States Federal Census* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2009. Images reproduced by FamilySearch. "Kelton Precinct, Box Elder County, Utah".

[16] Raymond and Fike, *Rails East to Promontory,* 72.

[17] Central Pacific Railroad, [List of Buildings on the Central Pacific Railroad from Sacramento, California to Ogden, Utah, including the Sacramento, Truckee, Shoshone, Humboldt, and Salt Lake Divisions]. August,1869. National Archives and Records Administration, College Park, Maryland.

[18] Raymond and Fike, *Rails East to Promontory* , 72.

[19] Interstate Commerce Commission, *Bureau of Valuation, Engineering Field Notes of ICC Parties Surveying the Physical Property of Railroads, 1914-29. [Notes concerning Kelton Station on the Southern Pacific, Promontory Branch Line]. Record Group 134: Records of the Interstate Commerce Commission, Bureau of Valuation. Central Pacific Railroad, Box 5820.* (College Park: National Archives and Records Administration, 1917); Interstate Commerce Commission, *Bureau of Valuation, Central Pacific Railway Company, Valuation Section No. 2-Utah, Account 16, Stations and Office Buildings, Account 17, Roadway Buildings, Kelton, Mile 734.0; Record Group 134: Records of the Interstate Commerce Commission, Bureau of Valuation. Central Pacific Railroad, Box 5820.* (College Park: National Archives and Records Administration, 1926, 1935).

[20]Jones, *The Kelton Road,* 1.

[21] Railroad Engineer's Report, In: *Annual Report of the U.S. Commissioner of Railroads to the Secretary of the Interior for the Year Ending June 30, 1884,* (Government Printing Office, Washington, 1884), 86. https://www.google.com/books/edition/_/VjgwAQAAMAAJ?hl=en&gbpv=1 (accessed 11-9-20).

[22] Report of the Railroad Engineer, In: Annual Report of the Commissioner of Railroads to the Secretary of the Interior 1889, (Government Printing Office, Washington, 1889), 74 ; https://www.google.com/books/edition/Annual_Report_to_the_Secretary_of_the_In/NsA_AQAAMAAJ?hl=en&gbpv=1&dq=Report+of+the+Commissioner+of+Railroads+to+the+Secretary+of+the+Interior+1888&pg=PA24&printsec=frontcover (accessed 11-9-20); Report of the Railroad Engineer, In: *Annual Report of the Commissioner of Railroads to the Secretary of the Interior 1890,* (Government Printing Office, Washington 1890), 78. https://www.google.com/books/edition/_/by4bAAAAYAAJ?hl=en&gbpv=1 (accessed 11-9-20).

[23] Southern Pacific Company, *List of Officers, Agencies and Stations,* On file Sacramento: California State Railroad Museum Library, 1881-1942.

[24] Southern Pacific Company, Time Table for the Salt Lake Division 54, June 17, 1940, (Ogden, Utah: Southern Pacific Company).

[25] John R. Signor, *Southern Pacific's Salt Lake Division* (Berkeley: Signature Press, 2007), 45.

[26] Ibid, 63.

[27] Raymond and Fike, *Rails East to Promontory,* 72.

[28] *Ogden Daily Standard,* February 23, 1903, p. 6.

[29] Interstate Commerce Commission, *Bureau of Valuation, Central Pacific Railway Company, Valuation Section No. 2-Utah, Account 20, Shops and Engine Houses, Kelton, Mile 734.0; Record Group 134: Records of the Interstate Commerce Commission, Bureau of Valuation. Central Pacific Railroad, Box 5820. (College Park: National Archives and Records Administration); Interstate Commerce Commission, Bureau of Valuation, Engineering Field Notes of ICC Parties Surveying the Physical Property of Railroads, 1914-29. [Notes concerning Kelton Engine House on the Southern Pacific, Promontory Branch Line]. Record Group 134: Records of the Interstate Commerce Commission, Bureau of Valuation. Central Pacific Railroad, Box 5820.* (College Park: National Archives and Records Administration, page 16, 1917).

[30] Anderson, Oral History, 19-22.

[31] Southern Pacific Company, Salt Lake Division, Employees' Time Table 4, February 1st, 1905, (Ogden: Southern Pacific Company).

[32] Ancestry.com. 1900 *United States Federal Census* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2009. Images reproduced by FamilySearch. "Kelton Precinct, Box Elder County, Utah". Salt Lake Herald Republican, "To Take the Census", May 5, 1904, p. 9.

[33] Southern Pacific Company, Salt Lake Division, Employees' Time Table 4, February 1st, 1905, (Ogden: Southern Pacific Company).

[34] Southern Pacific Company, Salt Lake Division, Employees' Time Table 4, February 1st, 1905, (Ogden: Southern Pacific Company).

[35] Southern Pacific Company, Salt Lake Division, Employees' Time Table 20, September 12th, 1909, (Ogden: Southern Pacific Company).

[36]Anderson, "Oral History," 13-14.

[37]Ibid. 19-22.

[38]Ibid. 9-10.

[39] Ibid. 24.

[40] Ancestry.com. 1910 *United States Federal Census* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2009. Images reproduced by FamilySearch. "Kelton Precinct, Box Elder County, Utah".

[41] Ancestry.com. *1920 United States Federal Census* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2009. Images reproduced by FamilySearch. "Kelton Precinct, Box Elder County, Utah".

[42] Southern Pacific Company, Time Table for the Salt Lake Division 26, August 1, 1924, (Ogden: Southern Pacific Company).

[43] Southern Pacific Company, Time Table for the Salt Lake Division 20, November 14, 1920, (Ogden: Southern Pacific Company).

[44] Ancestry.com. *1930 United States Federal Census* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2009. Images reproduced by FamilySearch. "Kelton Precinct, Box Elder County, Utah".

[45] Southern Pacific Company, Time Table for the Salt Lake Division 47, June 17, 1934, (Ogden: Southern Pacific Company).

[46] Utah Public Service Commission Case 2227. https://utahrails.net/utah-rrs/utah-psc-cases.php Accessed 10-22-20; Southern Pacific Company, Time Table for the Salt Lake Division 47, June 17, 1934, (Ogden: Southern Pacific Company).

[47] Southern Pacific Company, Time Table for the Salt Lake Division 54, June 17, 1940, (Ogden: Southern Pacific Company).

[48] Ancestry.com. *1940 United States Federal Census* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2009. Images reproduced by FamilySearch. "Kelton Precinct, Box Elder County, Utah".

[49] Signor, Southern Pacific's Salt Lake Division, 209. Interstate Commerce Commission, Central Pacific Railway Company et al. Abandonment Proceedings. [unpublished transcript of hearings held in Salt Lake City, May 1 and 2]. Finance No. 13655 (Washington, D.C.: National Archives, 1942), 109-111.

[50] Interstate Commerce Commission, *Central Pacific Railway Company et al. Abandonment Proceedings. [unpublished transcript of hearings held in Salt Lake City, May 1 and 2]. Finance No. 13655* (Washington, D.C.: National Archives, 1942), 109-111.

[51] Interstate Commerce Commission, Abandonment Proceedings, 239-251.

[52]Ibid. 48-63.

[53] *Traffic World,* "Notice of ICC decision about abandonment of Promontory Line," June 20, 1942; *Railway Age,* "Navy Gets Rail from 116 Miles of Historic Line," February 20, 1943.

[54] Gallagher, Post Offices of Utah, 21.

[55] Jenn Mueller, Matthew J. Landt, Jack E. Pfertsh and Rand A. Geubel, Addendum 1 to Class III Cultural Resource Inventory of the Ruby Pipeline Project: Utah Segment- Rich, Cache, and Box Elder Counties. Alpine Archaeological Consultants, Inc., Montrose, Colorado.

[56] https://utahdcc.secure.force.com/burials/searchcemeteries?showAll=true (accessed 11-11-20).

[57] https://www.findagrave.com/cemetery/77291/memorial-search?page=1#sr-29127683 (accessed 11-11-20)

[58] *Corinne Journal Reporter,* "Wagons at Kelton," July 16, 1872, p. 3.

[59] *Corinne Journal Reporter,* "Serious Affray at Kelton," January 15, 1873 p. 3.

[60] *Deseret Evening News,*"Body of Chinaman Found," January 22, 1873 p. 3.

[61] *Ogden Herald,* "Daring Stage Robbery," August 1, 1882 p. 3.

[62] *Brigham City Bugler,* "Kelton is Haunted," January 11, 1892.

[63] *Salt Lake Tribune,* "Battle with Bandits, " October 30, 1903.

[64] *Deseret Evening News,* "Sheep Starving," January 7, 1910 p. 8.

ELINOR

Established	Formally	Milepost:
October 1, 1901	Abandoned: July 1, 1908	746 miles *from San Francisco*

Elinor (Elenor) was a short-lived station established to service the growing livestock industry in western Box Elder County in the early 1900s. According to archaeologists Raymond and Fike, the station was uninhabited with a 2,300 ft long siding.[1] It first appears in the SP Station lists in 1903 as a non-agency station with no services. By 1903, it is a Class A Freight Station and remains that way until disappearing from the list at the end by 1908.[2]

Employee timetables show the station as a stop in 1904. The station's only other appearances are in 1905 and 1906 when it is shown as a flag stop.[3]

Due to decreased traffic on the line after the Lucin Cutoff is completed, by 1908 Elinor slips into obscurity as a footnote in the history of the Promontory Branch line.

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[1] Anan S. Raymond and Richard E. Fike, Rails East to Promontory: The Utah Stations, Bureau of Land Management, *Cultural Resource Series, No. 8* (Salt Lake City: Bureau of Land Management, 1981), 78, https://www.blm.gov/sites/blm.gov/files/documents/files/Library_Utah_CulturalResourceSeries08.pdf (accessed 12-7-20).

[2] Southern Pacific Company, *List of Officers, Agencies and Stations.* On file Sacramento: California State Railroad Museum Library, 1901-1908.

[3] Southern Pacific Company, List of Officers, Agencies and Stations… 1904-1906.

SECO

Tracks Reached Here: April 14, 1869[1]	Established April 10, 1874	Formally Abandoned: October 12, 1901	Milepost: 748 miles *from San Francisco*

Seco appears to have been an early maintenance station, with logical spacing between Monument and Kelton. It was not long-lived, though it did last through most of the history of the Promontory Route as part of the transcontinental system. The origin of the name Seco is not known, but "Seco" is a Spanish adjective for "dry", and the Seco area is definitely dry. Early travel guides chose to barely acknowledge Seco's existence. In its 1878 edition, the *Pacific Tourist* noted, "Next we pass Seco, – which is an unimportant station in the midst of sage plains…"[2] while Crofutt's 1882 guide was not much kinder, "Seco- another side-track of no account, as all is sage-brush".[3]

As a maintenance station, Seco lay about halfway between Monument to the east and Kelton to the west. Raymond and Fike indicate that Seco was established in June 1873 after facilities were moved to that location from Ten-Mile, 3.6 miles east.[4] Drawings of Central Pacific Stations, dating to 1880, depict the Seco Station as lying two miles east of the Seco siding and includes a Section house, China Bunk House, China Cook House, Hand Car House and a Water Tub, a fact that indicates that the station had no local water source.[5] (Figure 59)

A crew is listed in the 1880 Federal U.S. Census, which may cover both the Monument Station and Seco Station. It is on the first page of the Kelton Precinct population count. The listing includes two Irish foremen, age 35 and 40, and 13 Chinese laborers averaging almost 33 years in age.

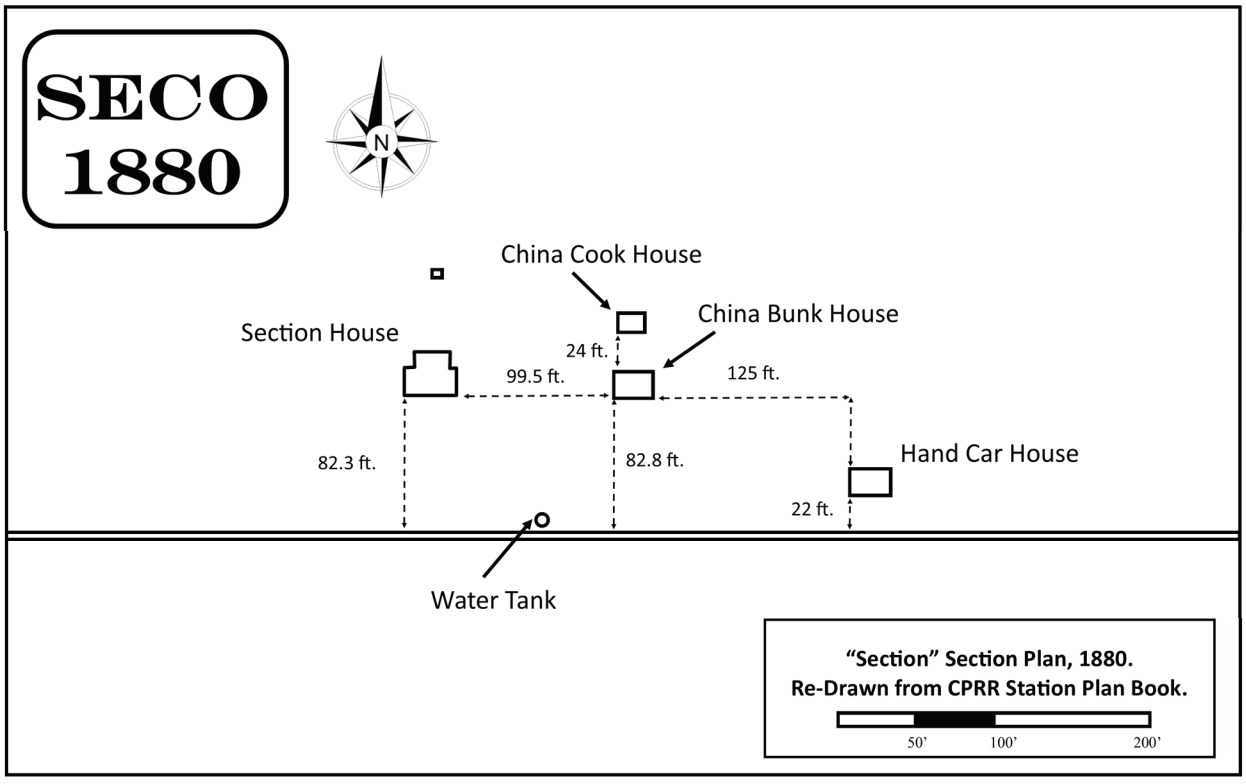

Figure 59: Seco Section Station, 1880, re-drawn from Central Pacific, Nevada and Utah Station Plan Book, 1880.

The Chinese count includes one cook.[6] Following the pattern for other station configurations, the Seco section house provided quarters for the two foremen while the China bunk house housed the 13 Chinese workers.

Seco appears on the earliest station lists available, beginning in 1881. It is a non-agency station numbered 333 ½ (Kelton is 333). By 1890 the station is shown as a Class A Freight Station and continues as such until 1903 when it is no longer listed.[7] SP Employee Timetable lists show this station as early as 1888 when there are four scheduled passenger trains and two scheduled freight trains.[8] Seco does not appear after 1890 on the next available timetable, from 1904.

Seco was found in the census in 1900 as part of the Snowville Precinct just over a year prior to its abandonment. On June 1, on the first page is a 25-year-old Irish foreman and nine Chinese section laborers.[9] The Chinese men ranged in age from 32 to 61, averaging almost 44. They immigrated to the U.S. as early as 1839 to as late as 1867. Four were married and all except one could speak English.

Archaeology

Two archaeological investigations have been carried out at Seco Section Station. In 1989, Jack E. Smedley and J. Powers Sr. of the Utah Statewide Archaeological Society, conducted a brief survey and recording of the site finding more than 20 pits, most the result of vandalism and looting.[10] In 2009, during an archaeological survey in advance of construction of the Ruby Pipeline Project, Alpine Archaeological Consultants carried out detailed recording of the Seco Section Station site (42BO1741).[11] Similar to the earlier report, the site was reported to be highly disturbed, primarily as the result of vandalism and looting. Nevertheless, the archaeologists were able to establish the presence of numerous cultural features, two of which appear to coincide with the location of the section station and the China bunk house noted on the Central Pacific 1880 drawings.[12] Other features found suggest areas of blacksmithing and other railroad related activities.

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[1] Lynn Farrar, *Tracklaying Record of the Central Pacific by Days 27 July 1868 to 08 May 1869 Near Brown, Nevada to Promontory, Utah.* Central Pacific Railroad Photographic Museum, 2005. http://cprr.org/Museum/CPRR_DAILY_TRACKLAYING.pdf (accessed 1-11-21).

[2] Henry T. Williams, *The Pacific Tourist: The 1878 Illustrated Trans-Continental Guide of Travel from the Atlantic to the Pacific Ocean,* (New York: Adams & Bishop, 1878), 167. https://www.google.com/books/edition/The_Pacific_Tourist/wRtXI873sw8C?hl=en&gbpv=1&dq=The+Pacific+Tourist+1878&printsec=frontcover (accessed 2-21-21).

[3] George Crofutt, *Crofutt's Trans-Continental Tourist's Guide,* (New York: George A. Crofutt, 1882), 122. https://www.google.com/books/edition/Crofutt_s_New_Overland_Tourist_and_Pacif/yhZNwgEACAAJ?hl=en&gbpv=1 (accessed 2-21-21).

[4] Anan S. Raymond and Richard E. Fike, Rails East to Promontory: The Utah Stations, Bureau of Land Management, *Cultural Resource Series, No. 8* (Salt Lake City: Bureau of Land Management, 1981), 122, https://www.blm.gov/sites/blm.gov/files/documents/files/Library_Utah_CulturalResourceSeries08.pdf (accessed 12-7-20).

[5] Central Pacific Railroad, Nevada and Utah Station Plan Book, 1880, MS79, Central Pacific Railroad Collection, RG 3, Land Department Records. Sacramento: California State Railroad Museum Library, 123.

[6] Ancestry.com. *1880 United States Federal Census* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2009. Images reproduced by FamilySearch. "Kelton Precinct, Box Elder County, Utah".

[7] Southern Pacific Company, List of Officers, Agencies and Stations. On file Sacramento: California State Railroad Museum Library, 1881-1903.

[8] Southern Pacific Company, *List of Officers, Agencies and Stations.* On File Sacramento: California State Railroad Museum, 1888.

[9] Ancestry.com. *1900 United States Federal Census* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2009. Images reproduced by FamilySearch. "Snowville Precinct, Box Elder County, Utah".

[10] Jack E. Smedley and J. Powers Sr., *An Archaeological Report of the "Seco" Townsite on the Central Pacific Railroad in Northern Utah 1873-1901,* On file at the Utah State Historic Preservation Office in Salt Lake City.

[11] Jenn Mueller, Matthew J. Landt, Jack E. Pfertsh, and Rand A Greubel, *Addendum 1 to Class III Cultural Resource Inventory of the Ruby Pipeline Project: Utah Segment – Rich, Cache, and Box Elder Counties* (Montrose: Alpine Archaeological Consultants, 2009), 92-102.

[12] *Central Pacific Railroad,* 123.

TEN-MILE

Tracks Reached Here: April 16, 1869	Established 1869	Formally Abandoned: 1873	Milepost: 753 miles *from San Francisco*

Ten-Mile was a short-lived station and was named, reportedly, because it lay 10 miles west of Lake Station.[1] This is the shortest-lived station on the Promontory route, surviving less than four years.

According to Raymond and Fike:

"Ten-Mile was a section station established in 1869.... The closest siding was two miles east at Monument. Railroad profiles locate a section house, train car body, and water tank at Ten-Mile. Railroad documents indicate that the section facilities at Ten-Mile were moved to the Seco townsite in 1873."[2]

CP's "Inventory of Buildings" for August 1869 shows Ten-Mile with a 16 x 30 ft size section house and a 10 x 30 ft size kitchen.[3] Raymond and Fike indicate that the station facilities were moved to Seco for use there beginning in 1873.

One possible identification of personnel associated with Ten-Mile comes from the 1870 Census count for Monument, located three miles to the east.[4] The fact that three Euro-American foremen supervised only eleven Chinese laborers at Monument, suggests that at least one of the foremen oversaw a portion of the crew in another nearby station, most likely Ten-Mile.

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[1] Anan S. Raymond and Richard E. Fike, *Rails East to Promontory: The Utah Stations, Bureau of Land Management, Cultural Resource Series, No. 8* (Salt Lake City: Bureau of Land Management, 1981), 82, https://www.blm.gov/sites/blm.gov/files/documents/files/Library_Utah_CulturalResourceSeries08.pdf (accessed 12-7-20).

[2] Ibid., 82.

[3] Central Pacific Railroad, [List of Buildings on the Central Pacific Railroad from Sacramento, California to Ogden, Utah, including the Sacramento, Truckee, Shoshone, Humboldt, and Salt Lake Divisions]. (College Park, Maryland: National Archives and Records Administration), August, 1869.

[4] Ancestry.com. *1870 United States Federal Census* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2009. Images reproduced by FamilySearch. "Monument, Box Elder County, Utah".

NELLA

Established	Abandoned:	Re-Established	Abandoned:	Milepost:
October 1901	January 1, 1907	July 1, 1916	1942	751 miles *from San Francisco*

Nella was a relatively late addition to the line, originally established in October 1901. The station was created to accommodate local farmers and ranchers. The origin of the name is not known.

Nella was primarily a service stop. It does not appear in station lists until 1903 when it is shown as a non-agency station with no services. In 1905 it becomes a Class A Freight Station.[1] After this, the station disappears from the lists and reappears in 1916 as a Class A Freight Station with a platform, a status which it retains until closing in 1942.[2] Its reappearance probably reflects the increasing importance of ranching in the area beginning in the 1910s.

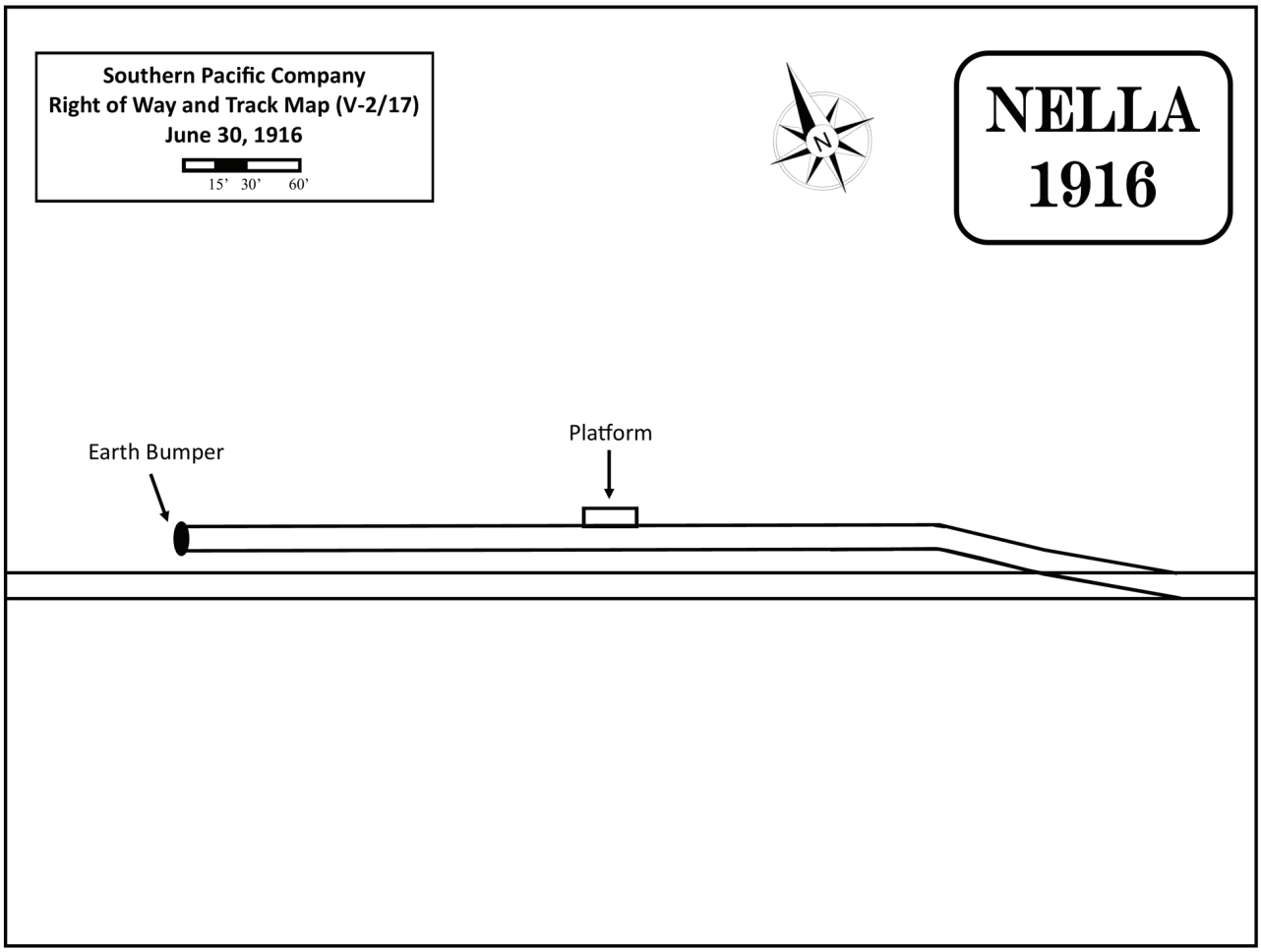

Figure 60: Station Plan for Nella, re-drawn from the Southern Pacific Company Right of Way and Track Map, June 30, 1916.

SP Employee Timetables list Nella as a regular station beginning in 1904 when the route served three cross-country passenger trains. In 1905, after completion of the Lucin Cutoff, Nella becomes a flag stop.[3] The station disappears from the lists until again appearing in 1920 as a flag stop. It is at this point, through 1929, that a spur is listed at the station. Nella remained a flag stop for tri-weekly mixed train service and had a spur track accommodating four car lengths through 1935. Spur track length increased to five cars in 1941 but was not shown in 1942.[4] (Figure 60)

The 1916 ICC Valuation Survey provides an interesting snapshot of Nella. During that year, the station's depot is described as a 39-foot long carbody, apparently installed in 1896. There is also a root cellar and a "chick" shed listed, indicating some long-term occupation of the site.[5] The ICC map depicts a short spur track coming off of the mainline from the east and ending in an "Earth Bumper", which is a mound of dirt at the end of the track to stop trains from rolling past. A platform is drawn halfway along the spur track measuring 8 x 16 ft in size.[6]

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1 Southern Pacific Company, *List of Officers, Agencies and Stations.* On File Sacramento: California State Railroad Museum Library, 1903-1905.

2 Southern Pacific Company, *List of Officers, Agencies and Stations,* 1916-1942.

3 Southern Pacific Company, [Salt Lake Division Employee Timetables] (Ogden: Southern Pacific Company, 1904, 1905).

4 Southern Pacific Company, [Salt Lake Division Employee Timetables], (Ogden: Southern Pacific Company, 1929, 1934, 1935, 1936, 1937, 1938, 1940, 1941 1942); Don Strack, "Nella Station Information,", (Online Resource, https://utahrails.net/sp/sp-promontory-stations.php) (accessed 10-22-20).

5 Interstate Commerce Commission, *Bureau of Valuation, Engineering Field Notes of ICC Parties Surveying the Physical Property of Railroads, 1914-29. [Notes concerning Nella Station on the Southern Pacific, Promontory Branch Line]. Record Group 134: Records of the Interstate Commerce Commission, Bureau of Valuation. Central Pacific Railroad, Box 5820.* (College Park: National Archives and Records Administration, 1916).

6 Southern Pacific Company, *Right of Way and Track Map, V-2, 17. [Section of map including Nella Station]. Part of Promontory Branch from Lucin to Beginning of Leased Line west of Cecil Junction. June 30* (College Park: National Archives and Records Administration, 1916).

MONUMENT

Track Reached Here: April 18, 1869[1]	Abandoned: May 17, 1869	Formally Abandoned: 1942	Milepost: 756 miles *from San Francisco*

Monument, like nearby Lake Station, represents one of the original CP stations. The location was mentioned many times in early traveler accounts, though the station itself was not. Crofutt mentions Monument as "…an unimportant station…"[2] The *Pacific Tourist*, being more interested in describing the rock formation offshore, describes the station as "…a mere side track and 'Y', for the convenience of the road".[3] The railroad built no wye at Monument, so it is likely that the author mistook this station for Lake Station where there was a wye. (Figure 61) Monument was reached by tracklayers in mid-April 1869 and was, soon after, founded as a maintenance station to care for track and roadbed east and west of the location. It received its name from a prominence that rises out of the Great Salt Lake near shore. The initial section crew consisted of three Euro-American foremen and 11 Chinese laborers. Two of the three foremen were from England, the third from Pennsylvania. The Chinese laborers at Monument averaged 30 years in age in 1870, much younger than the nearby Lake Station at the same time.[4] It is possible that this crew, in part, supplied support to Ten-Mile Station, located three miles to the west (Figure 62).

Monument station is shown on the 1872 and 1888 General Land Office (GLO) survey maps.[5]

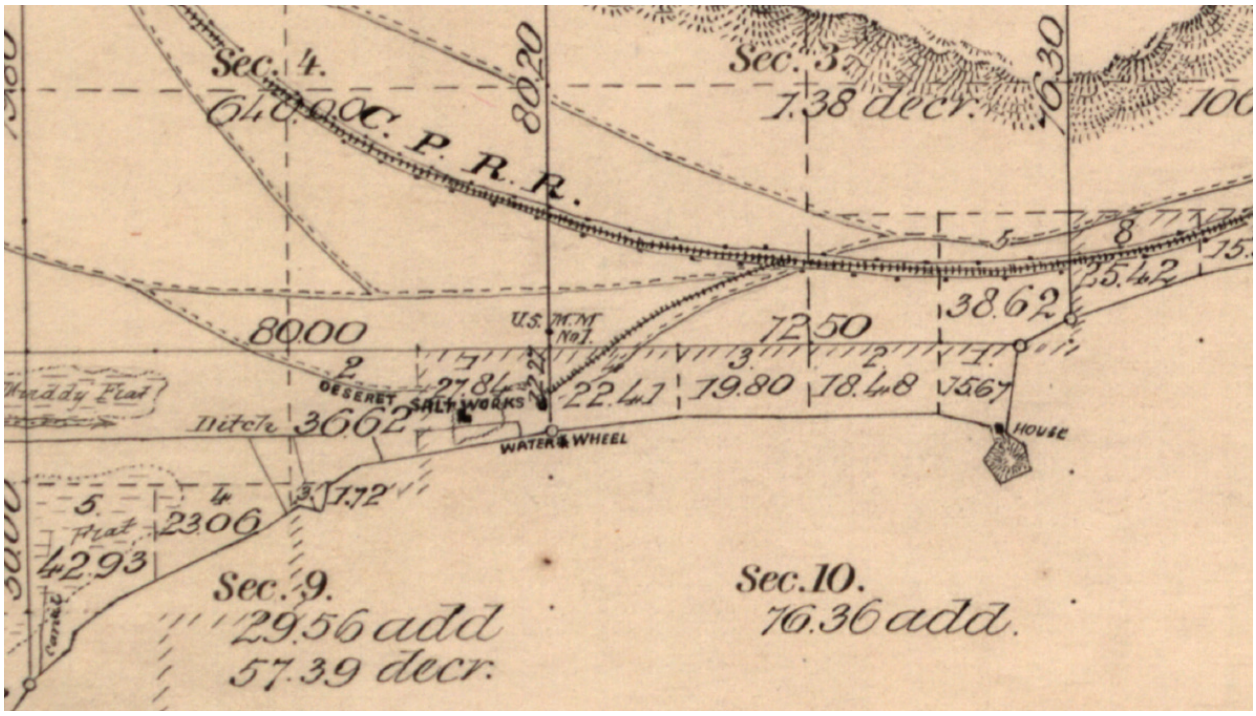

Figure 61: Plat shows the Deseret Salt Works off on a spur from the Transcontinental Railroad, labeled as C.P.R.R. Monument Station was located where spur left mainline. General Land Office plat map, Township 11 North, Range 9 West, May 19, 1888, surveyed by Edward W. Koeber in 1886.

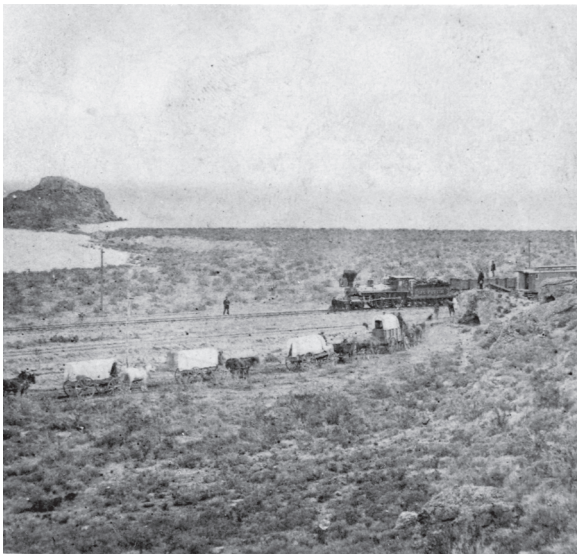

Figure 62: View of Monument Point and (TOP) the eastbound Central Pacific Railroad's Jupiter Steam Engine passing a west-bound wagon train in May 1869. *Used by permission, Utah State Historical Society.*

BOTTOM, modern view of Monument Point, 2020, *courtesy of Chris Dunker.*

In 1872, two spur lines, about 0.4 miles apart, are depicted curving south from the mainline to meet at a single point at the edge of the Great Salt Lake. There is no indication of what this line served, though on the 1888 map a "House" exists at this location, though the rail spurs are gone. More interesting, on the 1888 map a new spur line extends southwestward to a building named "Deseret Salt Works", and a nearby "Water Wheel". Research indicates that this was a salt production facility established by Smith, Housel and Hopkins of Omaha.[6] This company began to exploit the potential of the Great Salt Lake for its salt content by building salt ponds and a canal to bring fresh water from Locomotive Springs, located four miles to the west, to operate a water wheel. The wheel raised salt brine from an intake canal at the lake and poured the water into the ponds. How long this operation lasted is not known, but it was probably brief since other operations around the lake soon superseded the capabilities of this facility.

Monument Station was primarily a maintenance station. Station lists show it as a non-agency stop with no services until 1890. At that point it becomes a Class A freight station and remains that way until abandoned in 1942.[7] Interestingly, a platform is not shown at the station until 1915, well after opening of the Lucin Cutoff, perhaps reflecting increasing importance of the livestock industry in western Box Elder County. The station drops to a Class C freight station in 1940.

A crew is listed in the 1880 Federal U.S. Census, which may cover both the Monument Station and Seco Station. It is on the first page of the Kelton Precinct population count. The listing includes two Irish foremen, age 35 and 40 plus 13 Chinese laborers averaging almost 33 years in age. The Chinese count includes one cook. Following the pattern for other station configurations, the section house provided quarters for the two foremen while the China bunk house housed the 13 Chinese workers.[8]

SP Employee Timetables from 1890 and 1904 show Monument as a station for scheduled trains, but by 1905 all through traffic bypasses this line on the Lucin Cutoff. Local freights and a daily mixed train are all that operate from 1905 onward. By 1938 all scheduled train traffic ends and shipper needs are served on an on-call basis only. In 1909 Monument has a 2850 ft long siding. In 1915, the spur is designated as 48 car lengths, 43 in 1929, and 9 in 1941.[9] The shortening of the siding capacity reflects the decline of freight traffic as well as the reuse of the rails elsewhere on the line.

The last census count for Monument was made in 1900. This was extracted from the Snowville Precinct where, on June 6 a 26-year-old Irish Foreman and five Italian laborers were counted.[10] The laborers ranged in age from 15 to 50, averaging 30. The foreman had only immigrated to the U.S. four years prior. The Italians immigrated between 1888 and 1898. All except one could speak English. After the Lucin Cut-off was completed in 1904, Monument continued as a station, but was probably no longer occupied on a continuing basis since train traffic dropped precipitously significantly reducing the need for maintenance.

The 1916 ICC Valuation Survey provides, perhaps, the most information concerning the relatively recent history of this station. At that time, the station was in severe decline, but still maintained a 28 ft long caboose car body depot, built in 1896 and the 1915 constructed an 8 by 12 ft platform.

Newspaper Accounts about Monument:

From the *Salt Lake Herald-Republican* (1873):

A smash-up occurred on the Central Pacific road, Monday morning, reported in the Ogden Junction, which was caused by the temporary removal of the frog at one of the switches at Monument. A red flag was put out to guard against accident, but in such a position that the engineers of an approaching freight train failed to see it in time. The consequences were, one engine ditched, two tanks upset, and four freight cars piled up in a culvert. No lives were lost, but one of the firemen had an arm and both legs broken. It is possible this smashup may have delayed Monday's California mail due here to-day.[12]

From the *Salt Lake Tribune* , (1875):

The following which we copy from the Ogden Junction of the 7th, is explained by an Ogden correspondent below:

A man was found dead on the C.P. track near Monument Point, last week, and the jury decided that his death was caused by exposure on the open prairie. Further particulars will be sent to us by mail.

Eds. Tribune: On Nov. 30th, as freight train No. 10, on the Salt Lake Division of the Central Pacific Railroad was going west, a man by the name of Viviars was discovered stealing a ride on the rear end of the caboose. He was ordered off while the train was under full headway, but not obeying

the order, the inhuman conductor, Geo. Odell, struck the poor fellow a terrible blow on the head with an iron poker, fracturing his skull and knocking him off the car. The section foreman, going over the track soon after, discovered a trail of fresh blood and followed it a short distance from the track, where he found the unfortunate man dead. The next day the Coroner went out from Millard and held a Mormon inquest on the body. As they have kept their proceedings dark, the supposition is that they wish to hush up the matter without a thorough investigation. The conductor who committed the cruel act, is a member in good standing in the Mormon Church.

I think the case should be investigated by the Grand Jury, and if the conductor killed or caused the man's death, which he don't deny, he should be punished to the full extent of the law.[13]

A large rabbit hunt took place in 1913, perhaps the largest ever held in Utah:

The Ogden hunters, 165 strong, with no fatalities except to about 7500 rabbits, returned from Monument, Utah, at 8 o'clock last night. The hunt was pronounced to be the most successful one ever held in Utah and today many of the poor people of the city, with others, will gather around a big platter of delicious jack-rabbit.

The train was met at the Union depot on its arrival, by over 400 people, all clamoring for rabbits, and it was only by a strong effort that several wagons were filled for distribution among the poor of the city before the workers…had to give in and let the crowd have what was left. ….[14]

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[1] Lynn Farrar, *Tracklaying Record of the Central Pacific by Days 27 July 1868 to 08 May 1869 Near Brown, Nevada to Promontory, Utah.* Central Pacific Railroad Photographic Museum, 2005. http://cprr.org/Museum/CPRR_DAILY_TRACKLAYING.pdf (accessed 1-11-21).

[2] George A. Crofutt, *Crofutt's Transcontinental Tourist's Guide* (New York: Native American News Company, 1871), 116. https://www.google.com/books/edition/Crofutt_s_Trans_continental_Tourist_s_Gu/EXlNAAAAYAAJ?hl=en&gbpv=1&dq=1871%09Crofutt%E2%80%99s+Transcontinental+Tourist%E2%80%99s+Guide.+George.+A.+Crofutt,+New+York.&pg=PA4&printsec=frontcover (accessed 2-21-21).

[3] Frederick E. Shearer, *The Pacific Tourist: The 1884 Illustrated Trans-Continental Guide of Travel from the Atlantic to the Pacific Ocean* (New York: Adams & Bishop, 1884), 166-167. https://www.google.com/books/edition/The_Pacific_Tourist/uZA1AQAAMAAJ?hl=en&gbpv=1&dq=Shearer,+Frederick+E.,The+Pacific+Tourist.+Adams+%26+Bishops+1884&printsec=frontcover (accessed 2-21-21).

[4] Ancestry.com. *1870 United States Federal Census* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2009. Images reproduced by FamilySearch. "Monument, Box Elder County, Utah".

[5] General Land Office, Cadastral Survey Plat, T.11N, R.9W (US Cadastral Survey, 1872 and 1888).

[6] *Salt Lake Herald Republican,* "Article on a New Salt Company," February 1, 1871, 2. 1979:145-146; John L. Clark, "History of Utah's Salt Industry 1847-1970," Master's Thesis, Department of History (Provo, Brigham Young University, 1971), 145-146, https://scholarsarchive.byu.edu/cgi/viewcontent.cgi?referer=https://www.google.com/&httpsredir=1&article=5602&context=etd (accessed 12-7-20).

[7] Southern Pacific Company, *List of Officers, Agencies and Stations.* On file Sacramento: California State Railroad Museum Library, 1881-1942.

[8] Ancestry.com. *1880 United States Federal Census* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2009. Images reproduced by FamilySearch. "Kelton Precinct, Box Elder County, Utah".

[9] Southern Pacific Company, [Salt Lake Division Employee's Timetable], (Ogden: Southern Pacific Company, 1909, 1915, 1929, 1938, 1940, 1941).

[10] Ancestry.com. *1900 United States Federal Census* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2009. Images reproduced by FamilySearch. "Snowville Precinct, Box Elder County, Utah".

[11] Interstate Commerce Commission, Bureau of Valuation, Engineering Field Notes of ICC Parties Surveying the Physical Property of Railroads, 1914-29. [Notes concerning Monument Station on the Southern Pacific, Promontory Branch Line]. Record Group 134: Records of the Interstate Commerce Commission, Bureau of Valuation. Central Pacific Railroad, Box 5820 (College Park: National Archives and Records Administration, 1916).

[12] *Salt Lake Herald-Republican,* "Railway accident," August 20, 1873.

[13] *Salt Lake Tribune,* "Central Pacific," January 1, 1875.

[14] *Ogden Daily Standard,* "Big Killing by the Rabbit Hunters of Ogden," December 31, 1912, 5.

KOSMO

Established	Abandoned:	Re-established:	Abandoned:	Milepost:
January 1, 1902	January 1, 1907	July 1, 1913	July 30, 1942	759 miles *from San Francisco*

Though some stories can be found about the romance and exciting events surrounding the town of Kosmo during railroad construction, the truth is Kosmo didn't even exist until 1902 when CP established the station at MP 759. It lay only four miles west of Lake, so was not created as a standard maintenance station, rather as another stop to accommodate local livestock ranchers and wheat growers in the Hansel Valley area to the north. It is possible that its name comes from the Greek word, for which a more recent meaning is "the universe, the world". No other reason for the name is known.

Little is known about this portion of Kosmo's existence, from 1902 until 1907.[1] The station first appears on the SP Station list in 1903 with no services shown. In 1905 it becomes a Class A Freight Station and continues until 1907.[2] It is also listed on Employee timetables in 1904 as a regular stop for six scheduled passenger trains. In 1905, the station downgrades to a flag stop. Interestingly, the timetables also include a "D" which likely indicates that there is a derailer at the spur at Kosmo to keep rolling stock parked on the spur from rolling back onto the mainline.[3]

New Kosmo

The station disappears from the station lists until 1913 and appears again on timetables in 1915.[4] When it reappears, its position is one mile west of its former location. The reason for this move is likely to better service a new potash mining company. Potash consists of salt deposits containing water-soluble potassium. It is one component in the manufacture of gunpowder. With the advent of World War I, the product became scarce in the United States. Parts of the shoreline of the northern Great Salt Lake are a major source for deposits of potash. In the early 1910s the Salt Lake Potash Company began to extract this deposit, investing in infrastructure to mine it at Kosmo on the CP line. They built evaporation ponds, canals, a rail spur, and processing plant. Raymond and Fike further describe other elements of the infrastructure to include, "three bunkhouses, a cookhouse, garage, stock corral, general store, blacksmith shop, and coal house…and a train car body [to serve] …as a depot".[5]

The presence of the industry resulted in a substantial increase in the Kosmo population. In the Promontory Precinct census count for 1920, Kosmo residents can be identified toward the end of the Promontory Precinct Census because the names of most persons, especially workers, are listed with "Potash Plant" as the industry within which they work. It appears that there were 64 people living in Kosmo, including the SP Telegraph Operator.[6] It is also known that there was an SP agent stationed at Kosmo for a time.[7] Business was so good in Kosmo that a US Post Office was established there on February 5, 1919, though it closed a few years later, on June 15, 1922.[8]

In a 1974 interview with Joseph Nelson, born in 1899, Mr. Nelson revealed that he was a foreman on a crew which built a railroad spur from Kosmo to the potash "ponds" at the edge of the Great Salt Lake. The existence of this spur is shown in available employee timetables between 1915 and 1941.[9] In 1915, it could hold 10 car lengths. Between 1934 and 1941 spur capacity dropped to five car lengths. Mr. Nelson said that he oversaw the work of 100 Swedes who dug those ponds.[10]

The 1916 ICC Valuation survey of the station slightly precedes the boom in potash mining but falls at a time just after the new station is established. During the survey, a 12-year-old, 28 ft long car body is listed for use as a station adjacent to an 8 x 12 ft, 10-year-old platform. A drawing of a stock corral also accompanies the report measuring 52 ft by 71 ft in size.[11] The continuing importance of the railroad for the livestock industry was identified in a 1917 newspaper article noting use of a special train to take cattle to Kosmo.[12] (Figure 63)

The new Kosmo becomes a Class B Freight station and remains this way until closing in 1942. In 1918, Kosmo adds a stockyard to hold up to 10 carloads of livestock and, in 1920, adds a platform and telegraph station with the call symbol "KS". It also becomes an F.T.X. station. It maintains this status until 1924, when both F.T.X. and telegraph services are dropped.[13] All other railroad services remain the same, except that the stockyard

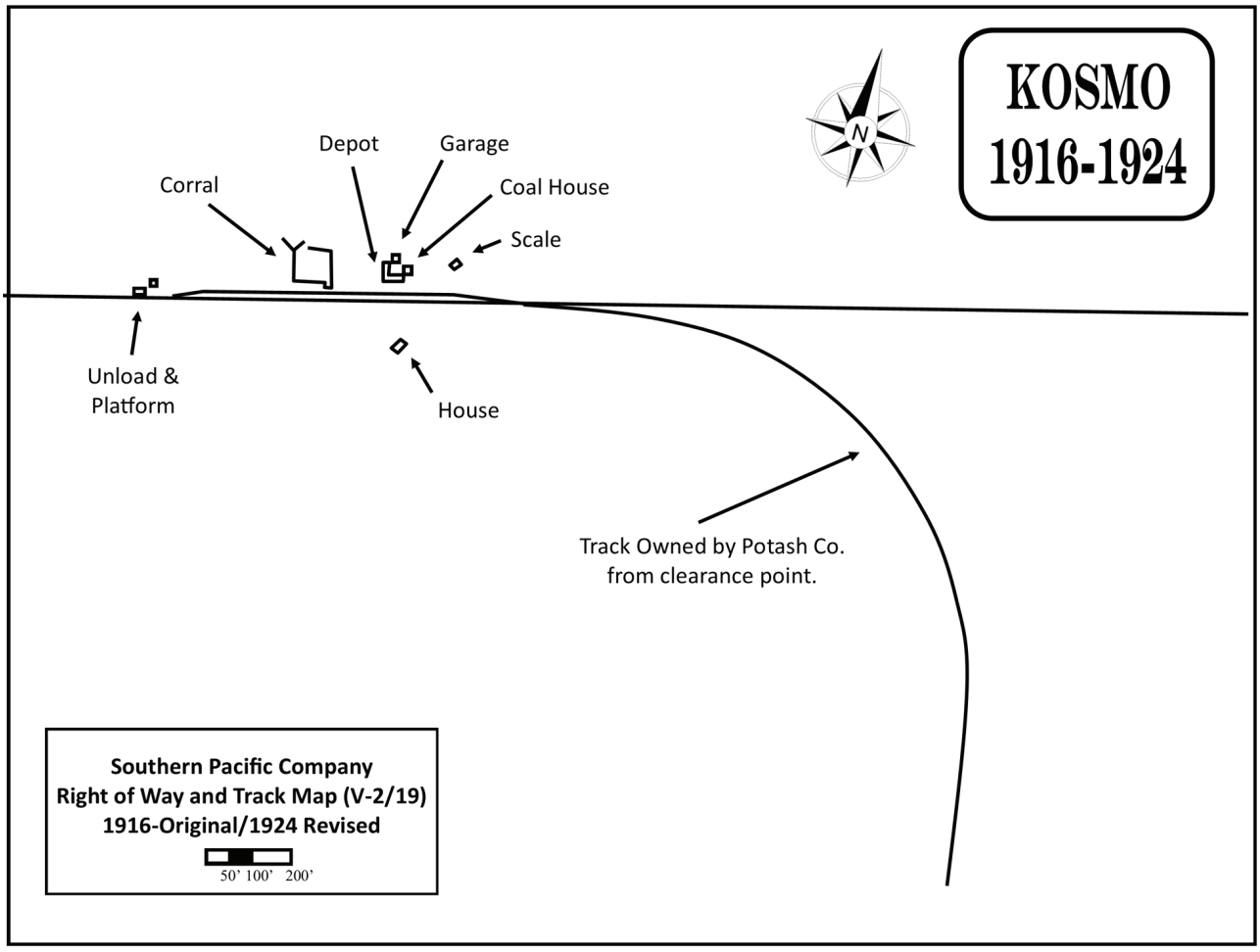

Figure 63: Kosmo section plan, re-drawn from the Southern Pacific Company's Right of Way and Track Map, 1916/1924.

service drops to a maximum of four carloads in 1941-42. The reason for the telegraph station suggests the importance of mined phosphate being transported and the need to schedule pick up and drop offs in real time. The platform would also be essential for both livestock loading and unloading as well as wheat transport.

Rail export of grain grown in the Hensel Valley became increasingly important from the mid-1910s into the 1920s. The 1942 ICC Abandonment Proceedings, reveal the importance of wheat growing in the Hensel Valley and how valuable the railroad was for transport.[14]
A representative of Farmer's Grain Cooperative in Ogden noted that they purchased an average of 75,000 to 100,000 bushels of wheat per year from that area, all of which was transported out by rail. Also, W. H. Barnard, a local farmer from Hensel Valley, said that 20,000 acres of wheat was grown in 1930, producing 160,000 bushels that were shipped from Kosmo in a 30-day period.[15] A 1926 article in the *Salt Lake Telegram* identified Kosmo as one of the stations in Utah with a grain elevator.[16]

In 1915 Kosmo is a flag stop for tri-weekly scheduled passenger service and maintains a siding for as many as 10 car lengths. In 1924 Kosmo remains a flag stop for the tri-weekly train and, apparently, acquires a telephone at the station. Car lengths do not appear again until 1935 when it appears it has dropped to five. It remains at this number until the station closes in 1942.

Despite these good economic times, the potash industry eventually declined in the 1920s and wheat shipments did not prove significant enough to help stave off abandonment of the railroad. Nevertheless, Kosmo remained a station on the line until formally abandoned on July 30, 1942.[17]

Newspaper Accounts about Kosmo:

Many newspaper articles discussed the excitement surrounding the development of this industry in Kosmo:

From the *Ogden Daily Standard* (1919):

> *One of the biggest projects in the United States for the production of potash is being completed at Kosmo, on the north short of the Great Salt Lake, west of Kelton, where a company, of which C. W. Nibley is the principal stockholder, is pumping 300 second feet of water to reservoirs where the sun is extracting first the salt and then the potash. The company will have expended $400,000 before the season's work is finished and will have produced 40,000 tons of potash.*
>
> *More than 100 men are employed at the works and a train twice a week is running over the old line to handle the business developed by this new industry.*[18]

From the *Ogden Standard Examiner* (1920):

> *Capacity of the plant of the Salt Lake Potash company, located at Kosmo, on the old line of the Southern Pacific north of Great Salt Lake, will be doubled by a new crude product drying department, work on which has just started, according to Roadmaster F. W. Easton of the Southern Pacific, who returned from Kosmo today. The company should send out between ten and fifteen cars of crude potash daily when building work is completed, officials said. ....*[19]

[1] John R. Signor, *Southern Pacific's Salt Lake Division* (Berkeley: Signature Press, 2007), 462; Don Strack, "Kosmo Station Information," https://utahrails.net/sp/sp-promontory-stations.php.
Strack n.d.; Lynn D. Farrar, Listing of Overland Route Stations and Mileage: Central Pacific Railroad Southern Pacific Railroad, 1866-1996 (Online resource, http://www.cprr.org/Museum/CP_MP0_OVERLAND_ROUTE.html (Accessed 10-22-20).

[2] Southern Pacific Company, *List of Officers, Agencies and Stations.* On file Sacramento: California State Railroad Museum Library, 1903-1907.

[3] Southern Pacific Company, [Salt Lake Division Employee's Timetable], (Ogden: Southern Pacific Company, 1904, 1905).

[4] Southern Pacific Company, *List of Officers, Agencies and Stations,* 1913-1942; Southern Pacific Company[Salt Lake Division Employee's Timetable] (Ogden: Southern Pacific Company, 1915-1941).

[5] Anan S. Raymond and Richard E. Fike, Rails East to Promontory: The Utah Stations, Bureau of Land Management, *Cultural Resource Series, No. 8* (Salt Lake City: Bureau of Land Management, 1981), 88, https://www.blm.gov/sites/blm.gov/files/documents/files/Library_Utah_CulturalResourceSeries08.pdf (accessed 12-7-20).

[6] Ancestry.com. *1920 United States Federal Census* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2009. Images reproduced by FamilySearch. "Promontory Precinct, Box Elder County, Utah".

[7] *Salt Lake Telegram,* "Station Agent wins SP contest," January 7, 1921.

[8] John S. Gallagher, *The Post Offices of Utah* (Burtonsville: The Depot, 1977), 21.

[9] Southern Pacific Company, [Salt Lake Division Employee's Timetable], (Ogden: Southern Pacific Company, 1915, 1919, 1920, 1924, 1929, 1934, 1935, 1936, 1937, 1938, 1940, 1941).

[10] Joseph Nelson, "Oral History, Golden Spike Oral History Project, GS-23 (Salt Lake City: American West Center, University of Utah 1974), 3-4. https://collections.lib.utah.edu/details?id=866455 (accessed 12-7-20).

[11] Interstate Commerce Commission, *Bureau of Valuation, Engineering Field Notes of ICC Parties Surveying the Physical Property of Railroads, 1914-29. [Notes concerning Kosmo Station on the Southern Pacific, Promontory Branch Line]. Record Group 134: Records of the Interstate Commerce Commission, Bureau of Valuation. Central Pacific Railroad, Box 5820* (College Park: National Archives and Records Administration, 1916).

[12] *Box Elder News Journal,* "Various news articles about Promontory area," March 20, 1917, 3.

[13] Southern Pacific Company, *List of Officers, Agencies and Stations,* 1913-1924.

[14] Interstate Commerce Commission, Central Pacific Railway Company et al. Abandonment Proceedings. [unpublished transcript of hearings held in Salt Lake City, May 1 and 2]. Finance No. 13655, (Washington, D.C.: Interstate Commerce Commission, 1942), 39-48.

[15] Interstate Commerce Commission, Abandonment Proceedings, 1-11.

[16] *Salt Lake Telegram,* "Station Agent wins SP contest," January 7. 1921.

[17] Southern Pacific Company, *SP Station Change Cards,* (Ogden: Southern Pacific Company, n.d.), on file Sacramento: California State Railroad Museum Library.

[18] *Ogden Daily Standard,* "Great Potash Plant is now Operating North of Lake on Old Central Pacific Line," July 23, 1919, 12.

[19] *Ogden Standard Examiner,* "Potash Plant Near Here Doubles Output," April 9, 1920, 6.

LAKE

Tracks Reached Here: April 22, 1869[1]	Established April 28, 1869	Formally Abandoned: July 30, 1942	Milepost: 763 miles *from San Francisco*

Lake Station, named for the lake it was so close to (Great Salt Lake), was an original construction camp during CP's march to Promontory in 1869. Founded on April 22, 1869, this station became momentarily world famous for being part of the effort to lay 10 miles of track in one day.[2] The beginning of that stretch of track began just south of Lake Station and ended four miles east of Rozel Station.

Mentions of this station by early travel logs are sparse, but George Shearer, in his 1872 *The Pacific Tourist of 1872* guidebook, states:

> *Lake. – There is an open plain to the north of these two stations [Rozel and Lake], and north of Rozel especially, are salt wells. Between these two stations the second sign-board close to the track, showing the western limit of the ten miles of track laid in one day, is seen. North of Lake Station about three miles, are Cedar Springs, near which a great deal of wood was obtained for the construction of the road. Leaving this station we pass across flats and marshes, with the old Union Pacific grade still well preserved, on our left. In places, however, it is partially washed away by the waves of the lake.*[3]

There was a crew of 17 men there in 1870, shortly after the establishment of Lake. It included two Euro-Americans (a Pennsylvanian, age 34 and Canadian, age 27) and 15 Chinese laborers, the laborers living together in the "Station House". The ages of the Chinese were considerably older than in other stations on the line at that time, averaging 36 with a range from 23 to 48.[4] This crew was responsible for maintenance of track and roadbed east and west of the station. Infrastructure at the station in August 1869 was listed as a 16 x 30 ft size section house and 10 x 20 ft size kitchen.[5]

According to Raymond and Fike, there were two Lake Stations, one mile apart, East Lake and West Lake. East Lake, the original station, operated from 1869 to about 1890, whereas West Lake, which overlapped in time with the other, was active from 1877 until 1910.[6] The authors carried out onsite verification which indicated that both sites were occupied by Chinese workers. Raymond and Fike suggest that environmental conditions may have forced two different occupations locations. They state:

> *A marsh separates the two Lake settlements today. Mesic conditions prevailing in the 19th century may have required dual settlement. Although on sand/clay dunes above the marsh, both settlements lacked suitable building sites…Conditions at West Lake are so wet today, that the wye is barely visible.*[7]

The 1880 Census, which is extracted from the first sheet of the Kelton Precinct, shows that Lake Station was occupied by a 31-year-old Irish foreman and six Chinese laborers. The laborers range in age from 25 to 40, with an average age of 31.[8] Lake remained a listed station on the CP until 1942. Beginning in 1881, Lake is a station with no services. In 1888 it was designated as a telegraph station with the "SG" call number, a service that the station maintained until 1903, the year before the Lucin Cutoff was completed. In 1890, the station shows as a Class A freight station with platform, meaning that there was some freight moving on and off rail cars at that station. It maintains that status until closing in 1942.[9] Early in its history, a wye track was built at Lake Station and remained there to turn engines, though the wye ceased operation in 1929.[10]

In 1890, Lake is on the route of four cross-country passenger trains and six freight trains. By 1905, after the cutoff has taken traffic from the Promontory Route, scheduled traffic is down to two "daily except Sunday" mixed trains.[11] On the same tables Lake Station shows a 3443 ft siding in 1909, which changes to 60 car lengths by 1915. The lengths drop over time to 49 in 1920, and 44 in 1929, likely due to the need for the rail to replace worn and aging rails elsewhere on the line. In 1941 the siding information states, "Spur 21", meaning the siding changed to a spur and retained a capacity of 21 cars.[12]

The very first entry for the Promontory Precinct on June 1, 1900 shows Lake Station with a section crew, including an Irish foreman, age 25 and nine Chinese railroad workers ranging in age from 32 to 61, with an average of almost 44.[13] The entry of the Chinese into the U.S ranged from 1839 to 1863. All except one could speak English, and four were married, one for 35 years.

A newspaper article from September 1907 mentioned that "…Lake [was] an abandoned station on the old line of the Southern Pacific…"[14] This provides evidence that the station was no longer regularly occupied after the Lucin Cutoff was built in 1904. Nine years later the ICC Valuation survey verified the lack of Lake Station activity. At the time of the survey in the summer of 1916, unoccupied Lake Station still maintained an 8 by 12 ft platform, a 7 by almost 6 ft cistern, and a bake oven, perhaps an indication of the former presence of Italian railroad workers who became quite prevalent on SP lines after the turn of the 20th Century. The station itself was gone with only its footprint marked by a graded area.[15] By 1942, all that remained was a siding.

Part of Utah's Progressive Military Reconnaissance of lands was undertaken in 1917 and 1918. The Division on Promontory Map included a brief description of the Lake Railroad Station.[16] There were no loading facilities nor stockyards at Lake. There was a siding mentioned measuring 2512 ft long, with a capacity of 55 cars, a 273 ft long spur with capacity for three cars, and a wye, 1981 ft long.

Newspaper Accounts about Lake:

There were many newspaper articles about this station. Here are a few:

An operational story about water not often described comes from the *Ogden Daily Standard* (1899). This was a most important commodity in the deserts of Utah and Nevada:

> *The Southern Pacific seems to be having considerable trouble in securing water for their engines. One day last week there was a bunch of engines at Lake, it being all they could do to find water enough to haul the five engines to the nearest tank. This after spending over 20 hours sawing by to let passenger trains pass. Reports from along the road say water trains have the right of way over everything else.*[17]

A disastrous explosion took the lives of four railroad men in 1902:

> *Four men killed, those three brief words express the net results of an accident on the Southern Pacific at 3 o'clock this morning, caused by the explosion of the boiler on the helper engine. William A. Wilton, the engineer; Erwin A. Uphoff, head brakeman, and William F. Myers, who was riding on the tank of the engine, were killed outright.*
>
> *Roy Munsee, the fireman, lived till 1:40 in the afternoon, after everything possible had been done for him at the Ogden general hospital.*
>
> *The engine was the kind known as a compound engine, and until recently has been rated as having a steam capacity of 220 pounds, but this was lately cut down to 200 pounds.*
>
> *The train was an eastbound freight, and was being helped up Lake hill, this side of Promontory, by engine 2618. The head brakeman was riding in the forward engine with the engineer and fireman, and Myers was on the tank of the same engine, he being an old hostler. The explosion came suddenly when the train was about half-way up the hill.*

Death and destruction were scattered all around. The tender, cab and upper portion of the boiler were demolished, pieces weighing several hundred pounds being thrown a distance of at least fifty feet. Wilton and Uphoff were thrown fifty feet from their engine, with a pile of wreckage from the cab and a segment of the boiler. Besides being badly crushed, both men were scalded and had inhaled much steam. Death was immediate.

Myers was thrown into the air, a big segment of the wreckage chipping off the back of his head. He was found on the track, having fallen directly behind the second engine.

Munsee was thrown thirty feet, his leg broken and his chest crushed. He too, was scalded and had inhaled steam, but he living and was cheerful for several hours after reaching the hospital at about 9 o'clock. He could tell little about the accident, but while the dews of death were gathering over his brow, stated that he remembered noticing the water glass just before the explosion and there was plenty of water, the gauge showing the boiler half full. One of the strange things of the explosion is that the trucks of the wrecked engine did not leave the track, although the upper part of the boiler and tank were demolished and fragments thrown in all directions. …. [18]

A few years later, the *Ogden Daily Standard* (1907) tells of another wreck near Lake:

One of the worst wrecks occurring on the Salt Lake division of the Southern Pacific in Utah was that which occurred at Lake, seventy miles west of Ogden, on the old line of the Southern Pacific, and in which William Elmer, of this city, was instantly killed and four persons, also of Ogden, were slightly injured. Nine hundred head of sheep, the property of Charles M. Beason, one of the injured were killed outright.

The wreck, which occurred at 12:40 yesterday afternoon, was caused by the engine plunging through a bridge, the supports of which had been burned, and only the rails and a few ties were left suspended. When the engine struck the unsupported track it immediately plunged to the bottom of the dry creek, which was about ten feet below the surface of the track, dragging four stock cars of sheep with it. Engineer Swartz escaped by jumping.

Brakeman Elmer was caught between the tender and crushed to death, and Fireman Newhall escaped with a number of head and body cuts and bruises.

The scene appeared to be more fearful than it was, owing to the fact that the moaning of the dying sheep, the bleating of those that had freed themselves from the cars, together with the noise of the escaping steam from the locomotive, made a perfect pandemonium. As soon as possible those in the caboose who had time to recover from the shock rushed forward to aid the injured. One of the number started out a-foot to the Corinne telegraph office, which was about fifteen miles, to summon medical aid. …

The train in the wreck was made up of eleven cars of sheep belonging to Charles M. Beason, and were being shipped from his ranch, on the old line of the Southern Pacific, which traverses the country around the north end of the lake. Seven of the cars remained upon the track and the sheep escaped with a severe shaking up. In the four cars that went into the ditch there were about twelve hundred sheep, and it is estimated that about three-fourths of this number were kil[l]ed. The sheep that were not killed or maimed fled to a near-by hill, huddled themselves together, and watched the work of the rescuers. ….[19]

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[1] Lynn Farrar, *Tracklaying Record of the Central Pacific by Days 27 July 1868 to 08 May 1869 Near Brown, Nevada to Promontory, Utah.* Central Pacific Railroad Photographic Museum, 2005. http://cprr.org/Museum/CPRR_DAILY_TRACKLAYING.pdf (accessed 1-11-21).

[2] George A. Thompson, *Some Dreams Die: Utah's Ghost Towns and Lost Treasures* (Salt Lake City, Dream Garden Press, 1982), 146.

[3] Frederick E. Shearer, *The Pacific Tourist: The 1884 Illustrated Trans-Continental Guide of Travel from the Atlantic to the Pacific Ocean* (New York, Adams & Bishop, 1884) https://www.google.com/books/edition/The_Pacific_Tourist/uZA1AQAAMAAJ?hl=en&gbpv=1&dq=Shearer,+Frederick+E.,The+Pacific+Tourist.+Adams+%26+Bishops+1884&printsec=frontcover (accessed 2-21-21).

[4] Ancestry.com. *1870 United States Federal Census* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2009. Images reproduced by FamilySearch. "Lake Station, Box Elder County, Utah".

[5] Central Pacific Railroad, [List of Buildings on the Central Pacific Railroad from Sacramento, California to Ogden, Utah, including the Sacramento, Truckee, Shoshone, Humboldt, and Salt Lake Divisions]. August,1869. National Archives and Records Administration, College Park, Maryland.

[6] Anan S. Raymond and Richard E. Fike, *Rails East to Promontory: The Utah Stations, Bureau of Land Management, Cultural Resource Series, No. 8* (Salt Lake City: Bureau of Land Management, 1981), 90, https://www.blm.gov/sites/blm.gov/files/documents/files/Library_Utah_CulturalResourceSeries08.pdf (accessed 12-7-20).

[7] Ibid, 90.

[8] Ancestry.com. 1880 *United States Federal Census* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2009. Images reproduced by FamilySearch. "Lake Station, Box Elder County, Utah".

[9] Southern Pacific Company, *List of Officers, Agencies and Stations,* On file Sacramento: California State Railroad Museum Library, 1890-1942.

[10] Southern Pacific Company, *SP Station Changes,* (Ogden: Southern Pacific Company, n.d.), On file Sacramento: California State Railroad Museum Library; Southern Pacific Company, *List of Officers, Agencies and Stations,* 1901-1927.

[11] Southern Pacific Company, *List of Officers, Agencies and Stations,* 1890-1941.

[12] Southern Pacific Company, [Salt Lake Division Employee's Timetable], (Ogden: Southern Pacific Company, 1909, 1915, 1919, 1920, 1924, 1929, 1934, 1935, 1936, 1937, 1938, 1940, 1941).

[13] Ancestry.com. *1900 United States Federal Census* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2009. Images reproduced by FamilySearch. "Snowville Precinct, Box Elder County, Utah".

[14] *Ogden Standard Examiner,* "One Killed and Four Injured in S.P. Wreck," September 20, 1907, 3.

[15] Interstate Commerce Commission. *Bureau of Valuation, Engineering Field Notes of ICC Parties Surveying the Physical Property of Railroads, 1914-29.* [Notes concerning Lake Station on the Southern Pacific, Promontory Branch Line]. Record Group 134: Records of the Interstate Commerce Commission, Bureau of Valuation. Central Pacific Railroad, Box 5820 (College Park: National Archives and Records Administration, 1916).

[16] Councils of Defense, Reconnaissance Report for the Military Information Division on Promontory, Utah. *Military Survey Reports from the Councils of Defense Series 10336,* (Salt Lake City: Utah State Archives and Records Administration, 1918), 6.

[17] *Ogden Daily Standard,* "Railroad Notes," November 20, 1899, 5.

[18] *Salt Lake Herald Republican,* "Four Lives Snuffed Out," March 25, 1902, 1.

[19] *Ogden Daily Standard,* "One Killed and Four Injured in S.P. Wreck," September 20, 1907, 3.

METAURUS

Established	Formally Abandoned:	Milepost:
October 15, 1898	July 1, 1912	768 miles *from San Francisco*

Metaurus is another relatively short-lived station. Like Centre, this station was likely created to service local livestock ranchers to transport animals to winter ranges and back in addition to bringing in occasional feed products. The unusual name for this station could represent a reference to the second Punic War in Italy, where a decisive battle was fought on the Metaurus River, or more directly, a reference to the river itself.

The station is first listed on the SP Station lists in 1900 with no services. In 1905 it is shown as a Class A freight station and continues as such until it drops off the list in 1912.[1] Metaurus is listed in the 1905 and 1906 SP Employee timetables, and identified as a flag stop for the "Daily Except Sunday" passenger train between Corinne and Montello, Nevada.[2] It does not appear in subsequent timetables, perhaps because, as track profiles indicate, rails were removed from Metaurus siding on January 9, 1909.[3] Raymond and Fike did not find evidence of the station on the ground, though the siding was identified on the north side of the mainline.[4]

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[1] Southern Pacific Company, *List of Officers, Agencies and Stations.* On file Sacramento: California State Railroad Museum Library, 1900-1913.

[2] Southern Pacific Company, [Salt Lake Division Employee's Timetable] (Ogden: Southern Pacific Company, 1905, 1906).

[3] Lynn D. Farrar, Listing of Overland Route Stations and Mileage: Central Pacific Railroad Southern Pacific Railroad, 1866-1996 (Online resource, http://www.cprr.org/Museum/CP_MP0_OVERLAND_ROUTE.html) (Accessed 10-22-20).

[4] Anan S. Raymond and Richard E. Fike, *Rails East to Promontory: The Utah Stations, Bureau of Land Management, Cultural Resource Series, No. 8* (Salt Lake City: Bureau of Land Management, 1981), 95, https://www.blm.gov/sites/blm.gov/files/documents/files/Library_Utah_CulturalResourceSeries08.pdf (accessed 12-7-20).

CENTRE

Established	Formally Abandoned:	Milepost:
February 1, 1879	June 1, 1890	771 miles *from San Francisco*

Centre Station was a relatively short-lived stop on the Promontory route. There is little information regarding this station which, being so close to Rozel, was likely established to serve local ranchers for livestock needs. SP Station Lists show Centre station existing in 1881, though they do not provide an indication of services. It disappears from the list in 1889.[1]

Raymond and Fike state that their onsite investigation confirmed the existence of the Centre siding on the north side of the mainline, but they found no other evidence of the station.[2]

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[1] Southern Pacific Company, *List of Officers, Agencies and Stations.* On file Sacramento: California State Railroad Museum Library, 1881-1890.

[2] Anan S. Raymond and Richard E. Fike, Rails East to Promontory: The Utah Stations, Bureau of Land Management, *Cultural Resource Series, No. 8* (Salt Lake City: Bureau of Land Management, 1981), 96, https://www.blm.gov/sites/blm.gov/files/documents/files/Library_Utah_CulturalResourceSeries08.pdf (accessed 12-7-20).

ROZEL (VICTORY)

Tracks Reached Here: April 28, 1869	Established as Victory: April 28, 1869	Established Rozel: 1869	Formally Abandoned: 1942	Milepost: 772 miles *from San Francisco*

Rozel Station was originally named Victory by the CP during the final construction push from the west to Promontory. In fact, there is a famous Alfred Hart photograph of the site in 1869. This was the location where railroad crews had lunch on the day that 10 miles of track were laid by the CPRR on April 28, 1869.[1] The 1869 inventory of buildings reveal that Rozel had a water tank consisting of "4 tubs capacity, 10,300 gallons".[2] It also had a 16 by 20 ft section house, 10 by 20 ft kitchen and a telegraph office. (Figure 64)

Early travel guides were not particularly kind to Rozel. For instance, both the 1872 and 1884 Pacific Tourist guides note that Rozel is "…an unimportant station, where trains meet and pass; but passenger trains do not stop unless signaled."[3] But despite the dislike of tourist guides, Rozel was an important water stop as early as 1874, probably earlier, particularly since Promontory had no local

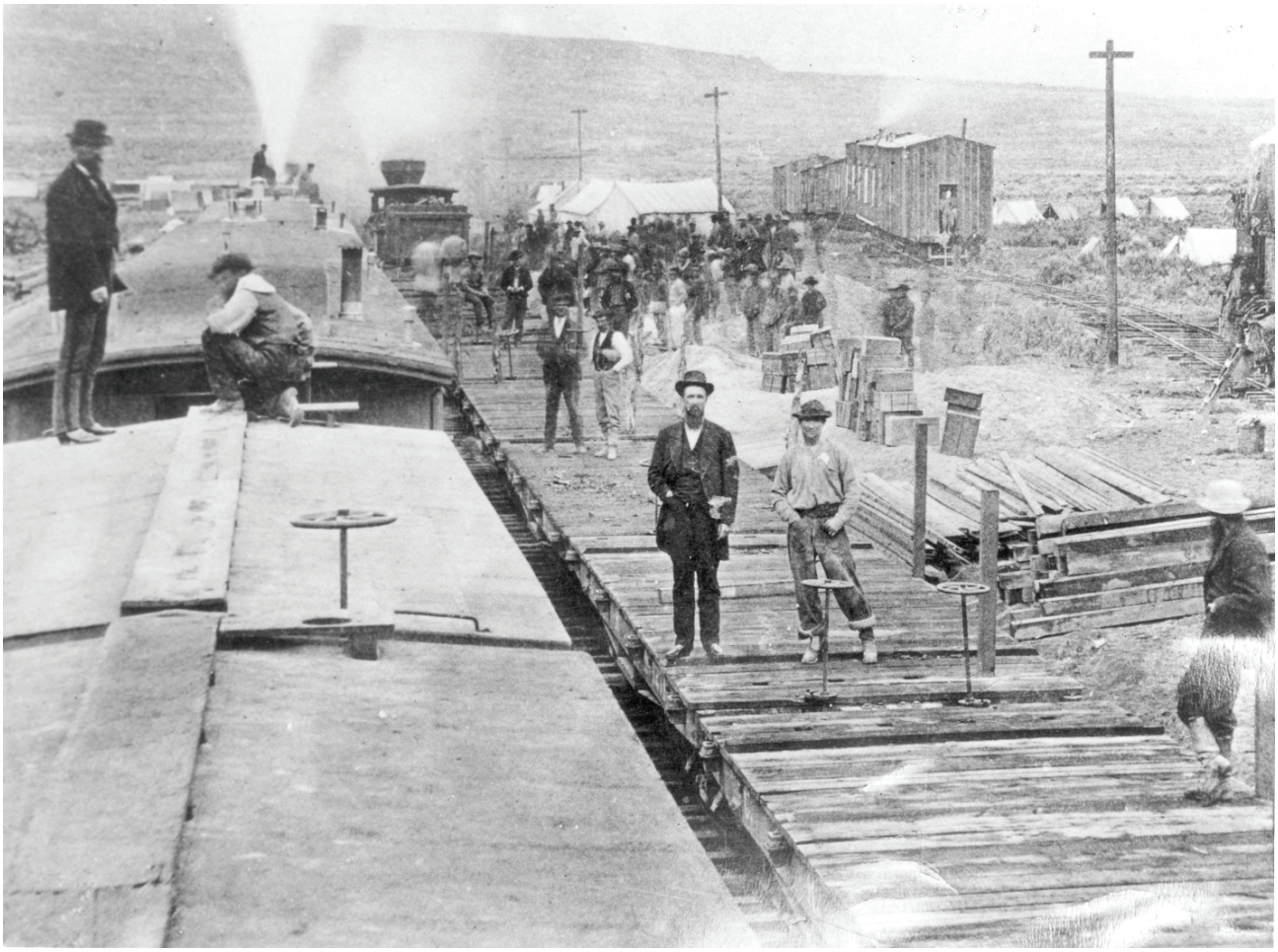

Figure 64: Victory Camp or Rozel, facing east, May 1869. *Used by permission, Utah State Historical Society.*

water source. Water was piped to the Rozel station from artesian wells near Antelope Springs, eight miles southeast in the central Promontory Mountains. According to Raymond and Fike:

> *An original redwood pipe laid in 1874 was replaced by a three-inch pipe in 1883. ... A redwood holding tank (18 feet in diameter by 14 feet high within a 23-foot square housing) on a timber tower, was still used in 1917. It was replaced by a steel tower and tank on a concrete foundation.*[4]

The history of the aqueduct system at Rozel is not as well documented as at Blue Creek, Kelton, Terrace and Lucin (though these are only slightly better known). It is possible that the Rozel system was developed at a somewhat later date and that the dates described above are correct. However, considering that the other stations' pipelines were probably replaced with iron pipe in 1873 may suggest otherwise. Several reports indicate that water service for nearby Promontory was always hauled to that station from Blue Creek and not from Rozel. All this together suggests that water development at Rozel was begun slightly later in time than at other water stations on the line.

This water tank described by Raymond and Fike, with its exterior wood framing, is consistent with other water tanks on the line, though the one at Rozel appears to have been somewhat smaller.[5] For more detail on water tank structure design, see Terrace Station chapter.

In 1870, the population of Rozel was 25, including two foremen, one from Indiana and one from Ireland, and their wives, both from England. There were also 20 Chinese laborers and one Chinese cook. While an 1880 census count for Rozel has not yet been discovered, the Snowville Precinct census for 1900 shows a crew of six at Rozel including an Irish foreman, aged 26, five Italian railroad workers and one from California, ranging in age from 15 to 50 with an average age of 30. Two of the Italian workers immigrated as early as 1888, with the others from 1896 to 1898.[6]

The station is shown on SP Station lists as early as 1881 and remains on them until the line is abandoned in 1942.[7] The station has a telegraph station listed for one year in 1888 and again in 1901 and 1902 with "RO" as its call number. By 1890 the station is recognized as a Class A freight station and remains that way throughout its life, gaining a loading platform in 1915. It was never assigned an agent.

A CP station plan map dated April 8, 1885, which includes Promontory, Blue Creek and Rozel, depicts several interesting aspects of Rozel at this point in history.[8] (Figure 65) Absent a version of the Central Pacific Railroad 1880 drawings of the station, this map is all that is known for this time period. The map has drawings of five buildings with measurements, located at the eastern end of a 2007 ft siding. The station includes a 16 x 24 ft Section House on the south side of the track and a 16 x 30 ft bunkhouse and 10 x 22 ft cookhouse (behind bunkhouse) on the north side. Also, on the north side are a 19 x 22 ft car house and a 23 x 23 ft tank. The bunk house and cook house are, undoubtedly, what are called a "China bunkhouse" and "China cookhouse" at most other section stations on the line during this time, because they primarily housed ethnic Chinese workers. Slightly before the 1885 map was created, in December 1882, a China house at Rozel burned down.[9] It must have been later rebuilt since it shows on the 1885 map. As the labor pool changed, over time, Italian, Greek and other European ethnic workers used the same bunkhouses. The map also shows a 3 in pipeline which brought water from springs to the tank house.

Beginning in 1890, employee timetables show Rozel as a water stop.[10] In 1909, Rozel is shown with a 9384 ft long siding. The method for determining length of sidings changes in 1915 to car lengths. Rozel has 50 car lengths in 1915, 49 by 1920, 43 by 1940 and 19 in 1941.[11] The decreasing length suggests that the station became less important for commerce over time and that rail was removed for use elsewhere on

the line. This also applied to other structures that once stood at the station.

In the 1916 ICC valuation survey the only identified structures were a 12 by 14 ft pump house built in 1880, a bake oven built in 1906 and an 18 ft diameter by 14 ft high redwood tank that is elevated on a wood tower. The water tank was built in 1880 and housed in a 23 x 23 ft frame enclosure.[12] Also recorded at Rozel was a loading platform of wood, built in 1908 and what appears to be a masonry platform, built in 1909.[13] The bake oven likely indicates occupation by Italian railroad workers who are known to have been at Rozel in 1900 and were also on other CP Promontory branch crews around the turn of the 20th Century. Italians are known to have built and used such features.[14]

A survey of the station a few years later during the Progressive Military Reconnaissance Project identified no loading facilities or stockyards, but it did describe a 50,000-gallon water tank served by gravity pipeline. The size of the tank described in 1918 by the Progressive Military Reconnaissance Project may have been in error since the ICC described the tank as 18 ft in diameter by 14 ft high which would translate into a tank that could hold about 30,000 gallons.

Rozel also had a 2512 ft long siding, with a 55-car capacity and a 273 ft long spur with a three-car capacity.[15] These are interesting observations considering that the ICC recorded a masonry loading platform at Rozel only two years earlier, but it may be that the Reconnaissance team did not think it important to report.

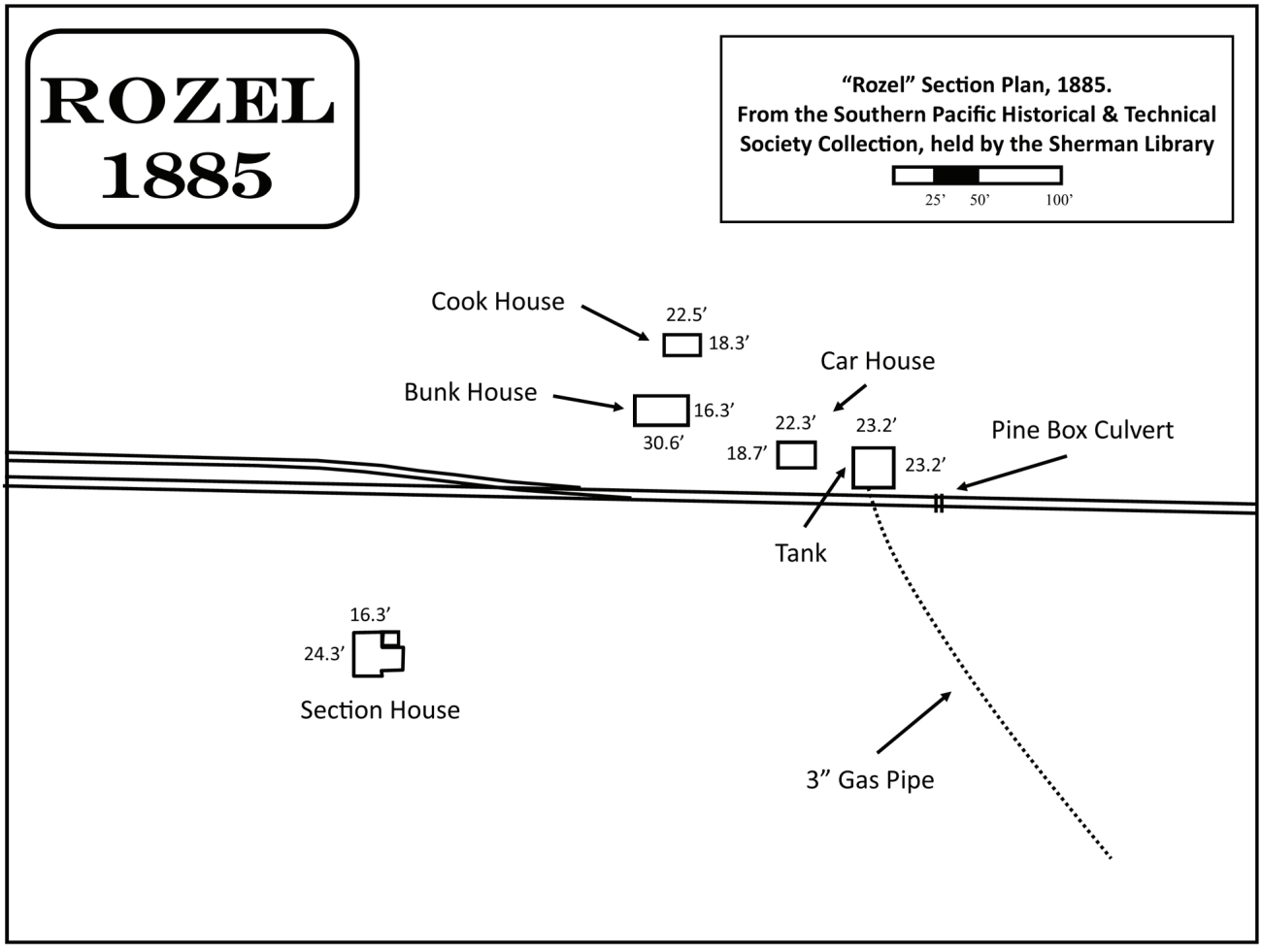

Figure 65: Rozel Section Plan, re-drawn from an 1885 map in the Southern Pacific Historical & Technical Society Collection, held by the Sherman Library and Gardens, Corona del Rey, California.

Several people interviewed for remembrances in 1974 remembered Rozel. Evan Murray, born in 1901, remembered a section crew stationed at Rozel,[16] Della Owens, born 1909, remembered stockyards and a big round water tank, 8 ft off the ground and about 15 ft high, as well as several farms and ranches at Rozel.[17] Everand Roche, born 1896 remembered two buildings still standing at Rozel about 1920. He called them temporary shacks and an unloading chute for sheep and cattle.[18] This is, at least, partially corroborated by the 1916 ICC Valuation survey which identified wood and masonry loading platforms built in 1908 and 1909.[19] It appears that there was some activity in the town at least up to the late teens since the Rozel Post Office, which was established rather late in time, on July 21, 1916, did not close until September 30, 1919.[20]

The presence of the post office in Rozel during this time likely resulted from increased activity involving exploration and recovery of petroleum and asphaltum deposits nearby. In the mid-1880s, oil deposits were discovered on the edge of the Great Salt Lake south of Rozel.[21] By the turn of the 20th Century Rozel took on more importance as petroleum and asphaltum deposits were explored.[22] Two "flowing wells" were developed, one of which was producing at the rate of 30 barrels a day.[23] Though records could not be found for how much petroleum product was shipped out via rail, by 1937 two carloads of asphalt were shipped and in 1941, and into 1942, the Rosette Asphalt Company was shipping a carload every month. Drums were also shipped into Rozel to fill with asphaltum.[24]

Archaeology

In 2003, Sagebrush Consultants undertook a survey of Bureau of Land Management lands exterior to the Golden Spike National Historic Site, as part of a joint NPS and BLM project.[25] During this inventory Rozel section station (42BO1150) was recorded. Historic railroad maps prior to 1900 apparently misidentified the location of the station, but archaeologists were able to locate the station where they found habitation features, a concrete foundation, and an area covered in asphaltum. (Figure 66)

Figure 66: View of Rozel, 2002, showing grade (left) and mound of earth (right middle ground) that is likely the freight platform location. *Photo courtesy of Sagebrush Consultants.*

Newspaper Articles about Rozel:

Over its long history, Rozel experienced several interesting events, some of which have been described. In addition to those were these:

From the *Ogden Semi-Weekly Journal* in November 1874:

> *Yesterday morning the mutilated body of a man was discovered on the C. P. track, near Roselle [sic], a little distance west of Promontory. It is supposed that he was run over by the train on the previous night. The corpse was brought to*

Ogden, and an inquest held today by Coroner Williams and a jury. The unfortunate man, though frightfully mutilated, was recognized by a man in Ogden, in whom he had sold a horse. We will give further particulars tomorrow.[26]

From the *Ogden Evening Standard* in January 1913:

Postmaster at Roselle [sic] is Shot. James M. Morris, postmaster at Roselle, Utah, was rushed to Brigham City on a special train today, having been shot and probably fatally wounded by William M. Cobia, a mail carrier.

Yesterday the two men quarreled over some land Cobia had rented from Morris. Following this Cobia went to Kelton, obtained the mail for Roselle and bought a revolver. It is alleged that on his return to the Roselle post office he met Morris on the sidewalk and, after throwing out the mail sack, opened fire from his cart. Morris dodged and escaped the first bullet, but the second struck him in the breast. Cobia was arrested.[27]

From the *Ogden Daily Standard* in December 1913, there is an article of a rabbit hunt near Rozel, a frequent affair along the CP line early in the 20th Century:

Rabbit Hunters Get Their Fill of Sport. *The rabbit hunt held yesterday at Rozel, under the direction of E.J. Miller was probably the most successful ever held in Utah. It is estimated that more than 10,000 were killed and the hunters brought back about 8000.*

The hunters left Salt Lake early Sunday morning. The hunters had breakfast on the diner. The first rabbit was killed by Arthur Davis. The twenty-gauge shotgun did deadly damage and brought down at times three "bunnies" at one time. The rabbits were plentiful. One hundred and fifty-seven men took part.

The rabbits will be distributed this morning by the police in front of the Western Arms & Sporting Goods company store to the poor and others who desire them. No more than six will be given to a family. Last year the entire carload of bunnies were stolen from the baggage car, but Miller has hired special men to look after them this year.[28]

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[1] John R. Signor, Southern Pacific's *Salt Lake Division* (Berkeley: Signature Press, 2007), 35; Lynn Farrar, Tracklaying Record of the Central Pacific by Days 27 July 1868 to 08 May 1869 Near Brown, Nevada to Promontory, Utah. Central Pacific Railroad Photographic Museum, 2005. http://cprr.org/Museum/CPRR_DAILY_TRACKLAYING.pdf (accessed 1-11-21).

[2] Central Pacific Railroad, [List of Buildings on the Central Pacific Railroad from Sacramento, California to Ogden, Utah, including the Sacramento, Truckee, Shoshone, Humboldt, and Salt Lake Divisions]. August,1869. National Archives and Records Administration, College Park, Maryland.

[3] Frederick E. Shearer, *The Pacific Tourist: The 1884 Illustrated Trans-Continental Guide of Travel from the Atlantic to the Pacific Ocean* (New York, Adams & Bishop, 1884), 184. https://www.google.com/books/edition/The_Pacific_Tourist/uZA1AQAAMAAJ?hl=en&gbpv=1&dq=Shearer,+Frederick+E.,The+Pacific+Tourist.+Adams+%26+Bishops+1884&printsec=frontcover (accessed 2-21-21).

[4] Anan S. Raymond and Richard E. Fike, Rails East to Promontory: The Utah Stations, Bureau of Land Management, *Cultural Resource Series, No. 8* (Salt Lake City: Bureau of Land Management, 1981), 97, https://www.blm.gov/sites/blm.gov/files/documents/files/Library_Utah_CulturalResourceSeries08.pdf (accessed 12-7-20).

[5] Interstate Commerce Commission, *Bureau of Valuation, Engineering Field Notes of ICC Parties Surveying the Physical Property of Railroads, 1914-29. [Notes concerning Rozel Station on the Southern Pacific, Promontory Branch Line]. Record Group 134: Records of the Interstate Commerce Commission, Bureau of Valuation. Central Pacific Railroad, Box 5820* (College Park: National Archives and Records Administration, 1916).

[6] Ancestry.com. 1900 *United States Federal Census* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2009. Images reproduced by FamilySearch. "Snowville Precinct, Box Elder County, Utah".

[7] Southern Pacific Company, *List of Officers, Agencies and Stations.* On file Sacramento: California State Railroad Museum Library, 1881-1942.

[8] Central Pacific Railroad, Station Plans of Promontory, Rozel, Blue Creek. Drawings, Box 88. Southern Pacific Historical and Technical Society Collection (Corona del Mar: Sherman Library, 1885).

[9] Charles C. Nott and Archibald Hopkins, "Cases Decided in the Court of Claims at the Term of 1890-'91 with abstracts of Decisions of the Supreme Court in Appealed Cases from October, 1890 to May 1891, Volume XXVI" (Government Printing Office, Washington, 1892). 113. https://www.google.com/books/edition/Cases_Decided_in_the_Court_of_Claims_of/Gv8bAQAAMAAJ?hl=en&gbpv=1 (accessed 11-15-20).

[10] Southern Pacific Company, [Salt Lake Division Employee's Timetable] (Ogden: Southern Pacific Company, 1890).

[11] Southern Pacific Company, *List of Officers, Agencies and Stations,* 1906, 1909, 1915, 1920, 1940, 1941.

[12] Interstate Commerce Commission, *Engineering Field Notes of ICC Parties,* 1917; Interstate Commerce Commission, *Bureau of Valuation, Engineering Field Notes of ICC Parties Surveying the Physical Property of Railroads, 1914-29. [Acct. 18 – Water Stations, Rozel, Mile 765.0]. Record Group 134: Records of the Interstate Commerce Commission, Bureau of Valuation. Central Pacific Railroad, Box 5820.* (College Park: 1916).

[13] Interstate Commerce Commission, Bureau of Valuation, Engineering Field Notes of ICC Parties Surveying the Physical Property of Railroads, 1914-29. [Notes concerning Rozel Station on the Southern Pacific, Promontory Branch Line], 1916. Record Group 134: Records of the Interstate Commerce Commission, Bureau of Valuation. Central Pacific Railroad, Box 5820. National Archives and Records Administration, College Park, Maryland.

[14] Priscilla Wegars, Who's Been Workin' on the Railroad? *Historical Archaeology* 25(1):55.

[15] Councils of Defense, Reconnaissance Report for the Military Information Division on Promontory, Utah.Military Survey Reports from the Councils of Defense Series 10336 (Salt Lake City: Utah State Archives and Records Administration, 1918), 6.

[16] Evan Murray, *Oral History, Golden Spike Oral History Project, GS-13, August 29, 1974,* (Salt Lake City: American West Center, University of Utah, 1974), 14. https://collections.lib.utah.edu/details?id=866833&facet_setname_s=uum_gsohp (Accessed 9-12-20).

[17] Della Owens, *Oral History, Golden Spike Oral History Project, GS-13, August 29, 1974,* (Salt Lake City: American West Center, University of Utah, 1974), 19. https://collections.lib.utah.edu/details?id=866142&facet_setname_s=uum_gsohp (accessed July 31, 2020).

[18] Evarand Roche, *Oral History, Golden Spike Oral History Project, GS-11, August 29, 1974,* (Salt Lake City: American West Center, University of Utah, 1974), 6. https://collections.lib.utah.edu/details?id=866107&facet_setname_s=uum_gsohp (accessed July 31, 2020).

[19] Interstate Commerce Commission, *Surveying the Physical Property of Railroads,* 1916.

[20] John S. Gallagher, The Post Offices of Utah, (Burtonsville: The Depot, 1977), 22; *Salt Lake Herald-Republican,* "Rozel Post Office Discontinued," September 24, 1919, 5.

[21] *Salt Lake Herald-Republican,* "Extensive Utah Oil and Gas Field Being Proven on Shores Great Salt Lake; Two Carloads Oil from Flowing Wells," November 5, 1916, 42.

[22] *Salt Lake Herald-Republican,* [article concerning petroleum discoveries near Rozel], April 29, 1898, 6.

[23] *Ogden Daily Standard,* "Oil Well Producing," October 28, 1916, 7.

[24] Interstate Commerce Commission, *Central Pacific Railway Company et al. Abandonment Proceedings. [unpublished transcript of hearings held in Salt Lake City, May 1 and 2]. Finance No. 13655* (Washington D.C.: Interstate Commerce Commission, 1942), 51-53.

[25] Heather M. Weymouth, Sandy Chynoweth Pagano, and Angela L. Garrison, *Archaeological Inventory of Golden Spike National Historic Site and Adjacent Bureau of Land Management Railroad Rights-of-Way Fiscal Year 2001 Interim Report.* (Ogden: Sagebrush Consultants, 2006); Michael R. Polk and Wendy Simmons Johnson, *From Lampo Junction to Rozel: The Archaeological History of the Transcontinental Railroad Across the Promontory Mountains.* GOSP Synthesis Report, Golden Spike National Historic Site, National Park Service (Ogden, Sagebrush Consultants, 2012), 119. https://dl.mospace.umsystem.edu/umsl/islandora/object/umsl%3A288236#page/52/mode/2up (Accessed 12-7-20).

[26] *Ogden Semi-Weekly Journal,* "Story about man killed by train," November 4, 1874, 3.

[27] *Ogden Evening Standard,* "Postmaster at Roselle is Shot," January 22, 1913, 1.

[28] *Ogden Daily Standard,* "Rabbit Hunters Get Their Fill of Sport," December 27, 1913, 6.

BRONTE

Established	Formally Abandoned:	Milepost:
February 28, 1898	January 1, 1907	776 miles *from San Francisco*

This is a short-lived station, located about a mile west of Gravel Pit 2. It was established in 1898 as a non-agency station with a siding. It became a Class A freight station in 1904 or 1905 and remained such until its closing in 1906 or 1907.[1] It is depicted on only one employee timetable, in 1904, where it is a stop for six passenger trains.[2] All freights, by this time, were using the Lucin Cutoff. This station overlaps Gravel Pit 2 in time by about two years, but it is unclear if Bronte and Gravel Pit 2 were related to one another.

It is likely that after 1905, Gravel Pit 2, Bronte and other smaller sidings on the Promontory route were abandoned due to significantly reduced rail traffic. Most through trains had been shunted over the Lucin Cutoff.

One incident was found which occurred at Bronte siding in 1901:

> *[a wreck occurred] ... early in the morning at Bronte siding just west of Promontory. Two freight cars jumped the track and entirely cleared the right-of-way. Conductor Harte had the train coupled together and came in without the two cars.*[3]

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[1] Southern Pacific Company, *List of Officers, Agencies and Stations.* On file Sacramento: California State Railroad Museum Library, 1903-1909.
Lynn D. Farrar, Listing of Overland Route Stations and Mileage: Central Pacific Railroad Southern Pacific Railroad, 1866-1996. http://www.cprr.org/Museum/CP_MP0_OVERLAND_ROUTE.html (accessed 10-22-20).

[2] Southern Pacific Company, *Salt Lake Division, Employees' Time Table 1, June 19th, 1904,* (Ogden: Southern Pacific Company).

[3] *Ogden Daily Standard,* "Wreck at Bronte siding," June 9, 1901, 6.

GRAVEL PIT 2

Established October 1, 1885	Milepost: 776 miles	Established August 1, 1892	Milepost: 777 miles
Abandoned: June 1, 1890	*from San Francisco*	Abandoned: January 1, 1902	*from San Francisco*

This station was relatively short-lived and posed some interesting interpretation problems. Its name was always "Gravel Pit". The "2" was added by the author to distinguish it from the station named "Gravel Pit" further west near Ombey.

Gravel Pit 2 seems to have been a formal station with siding located about four miles west of Promontory Station and established late in 1885 where it shows as a non-agency station with no services.[1] The station continued until, at least, 1888, when it drops from the list.

The station (or another by same name) appears again in the lists in 1892 and 1893 as a Class A freight station with a telegraph office and the designation of "GR".[2] This time, the station is listed one mile closer to Promontory, possibly suggesting that gravel extraction activities physically moved far enough over time to relocate the station. Why it gained Class A status and maintained a telegraph station for a few years is not clear but may have been related to the need for direct communication regarding gravel deliveries for large projects on the railroad. In 1895, continuing through 1901, Gravel Pit 2 remains a Class A freight station with no telegraph.[3]

A description of what is likely Gravel Pit 2 was found in the 1918 ICC Valuation Report for Valuation Section 3, between Ogden and Union Junction. It says in part, in a note under "Ballast Pits":

> *...There is an old ballast pit...two miles west of Promontory Station. About 240,000 cubic yards have been removed. The material is a clean cemented gravel and can be handled by a steam shovel. The pit covers about 7 ½ acres. At present this pit has been abandoned, and has been since 1902. The track to the pit from the main line has been taken up....*[4]

Several newspaper articles also mention use of the quarry about the time of construction of the Lucin Cutoff. In 1900, in speaking about construction of a new bridge across the Ogden River, the *Ogden Daily Standard* stated that the gravel for the project would be brought from Promontory.[5] In another article from 1901, speaking about actual proposed construction on the Cutoff, the paper states, "Most of the first work will be in getting out the ballast rock and gravel from the quarries near Promontory to be used in building the road bed to the lake shore on each side".[6] Other articles also mention ballast rock being used from the quarries near Promontory, obviously an important resource during the late 19th Century.

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[1] Southern Pacific Company, *List of Officers, Agencies and Stations.* On file Sacramento: California State Railroad Museum Library, 1885.

[2] Southern Pacific Company, *List of Officers, Agencies and Stations,* 1892-1893.

[3] Southern Pacific Company, *List of Officers, Agencies and Stations.* On file San Francisco: California State Railroad Museum Library, 1895-1901.

[4] Interstate Commerce Commission, *Central Pacific Railway, Valuation Section Utah 3. [Engineering Field Notes of ICC, Bureau of Valuation Parties Surveying the Physical Property of Railroads, 1914-29.] National Archives and Records Administration, Record Group 134, Box 5767* (College Park: National Archives and Records Administration, 1918), 2.

[5] *Ogden Daily Standard*," Preparing for Cut-Off," September 10, 1900, 4.

[6] *Ogden Daily Standard*, "S. P. Operations," April 26, 1901, 4.

PROMONTORY (TERMINUS)

UP Tracks Reached here: May 7, 1869	**UP Station Established here: May 1869**	**UP Milepost: 1086 miles** *from Omaha*
CP Tracks Reached here: April 30, 1869	**CP Station Established here: May 17, 1869** *(Terminus);* **April 10, 1874** *(Promontory)*	**CP Milepost: 780 miles** *from San Francisco*
Formally Abandoned:1942		

Promontory was a rough and colorful town at the time of the railroad's completion, as evidenced by this article from the *Salt Lake Herald Republican* 1890:

It was Twenty Years Ago. *The article in the Herald on Sunday morning in reference to the pictures in the windows of Savage's art bazar, illustrating the scenes connected with the driving of the last spike in the connection of the Union and Central Pacific roads, aroused great interest, and hundreds of old-timers and new-comers viewed the pictures with enjoyment yesterday.*

"It is like a breeze from the past," said Mr. James Lees, the secretary of the Alice Mining company, as he viewed the pictures yesterday. "I was on the ground at the time of the meeting of the engines, and well remember Savage making preparations; the waiting operator; the blows from the sledge as it fell, and the excitement that followed as the news of the great event was flashed to a waiting world. My father is a prominent figure—he is the gentleman there with the grey beard. It was a handsomely finished tie—the last one, and the spike was also a costly one. After it had been laid and the spike driven, it was taken up, sawed in two, and one-half taken to Omaha and the remainder to San Francisco. Those were troublous days, too," said Mr. Lee, reflectively, "Talk about your man for breakfast, why, we had them for every meal in the day—and some to spare. The completion of the road saw a large number of men out of work. Some returned home; others had not better place to go, and remained. Promontory at that time was a tough place—one of the worst, I suppose, that the west had ever seen. Desperadoes, cut-throats, bunco-steerers and other bad men abounded; and it really seemed as though the scum of the earth had found a lodgment there. .... The trains were systematically worked, and woe unto the unwary passenger who listened to the positions of the booster and consented to a quiet little game. Many a passenger was fleeced out of every cent he had. At last matters became so bad that further forbearance was out of the question and the vigilantes took hold. With the usual warning, the sure thing men and others of that ilk were invited to leave. Most of them did so. There was one fellow, however, who remained, and was twice pulled up to a telegraph wire before he concluded that other climes would be more conducive to his health. From that time on, there was an absence of the lawless element, and soon the town went to pieces, there is nothing now to remind the visitor of the troublous times in '69 and '70".[1]

After the Party: The Birth of Promontory

Promontory Summit, or Promontory, was the end point designated by Congress for both the Central Pacific and Union Pacific railroads on April 10, 1869.[2] This was a rather unusual location to complete such a fantastic undertaking, but it was probably fitting to complement the rather disjointed way that the entire endeavor played out over nearly eight years. Promontory just happened to be the location where the UP and the CP found themselves together, in the same space, up against the difficult technical obstacle of the east slopes of the Promontory Mountains. (Figure 67)

Figure 67: Golden Spike obelisk, ca. 1916, which has been re-located several times after being erected. *Used by permission, Utah State Historical Society.*

Promontory Summit's approaches provided the lowest and most gentle rise to surmount the mountains on the entire length of the range. Despite it being the lowest, it was still a steep climb, requiring an enormous crew of men to dig, blast and build a roadbed over 10 miles which, in a straight line, was only five miles. Until the agreement between the CP and UP was made on April 9, and officially affirmed by Congress the next day for where the railroads would meet, both companies built their own grades past each other costing them more than a million dollars in wasted effort.[3]

The town of Promontory was built from scratch. Its only reason for existence was that this was where the two railroads agreed to meet. Beyond this, Promontory offered little for a station location. It had no available water. Throughout the history of the station, it was necessary to bring water in via the railroad. There was also no settlement within miles of this location. More daunting, was that the grade from Blue Creek Station up the east side of the Promontories became one of the more difficult and expensive parts of Central Pacific operations. It became necessary to station helper engines at both Blue Creek and Promontory to help with heavy loads up to the summit from both east and west. The east Promontory grade also limited train lengths to 30 to 40 cars. Further, the steep grade and sharp curves required much slower speeds.

As part of the April 10 agreement, the UP had agreed to sell a 48.5-mile section of its line that it had built back toward Ogden to the CP, allowing the CP to have access to Wasatch Front markets. Negotiations between the CP and UP continued for months with agreement for a price occurring on November 17. Formal handover of the line occurred in early December. The interchange point for passenger trains, which had begun at Promontory on May 15, 1869, changed to Ogden on December 6.[4]

An enormous number of authors have written about the build up to the May 10, 1869 driving of the Golden Spike as well as the ceremony itself.[5] This event was momentous, but only began the even more difficult task of operating a profitable railroad. At the time of its construction, this was the only transcontinental railroad in North America and continued that way until 1882. Over time, many passengers and an enormous amount of freight passed through Promontory east and west.

Historian Richard Francaviglia provides a brief glimpse into what Promontory must have looked like shortly after its founding:

Promontory City was a one-street town.... Although originally consisting of tents, a number of these were soon improved. These tents were given facades sided with board and batten lumber, and they represented an investment in the future-

however long it might last. This false-front construction was quick and simple. The boards were placed vertically, and where they met a narrow strip of lumber, called a batten, was nailed in. These facades were all pretense, but they gave an air of permanence and hope. In practice, however, these wooden facades were little better than the tents they concealed from the street. True, they provided some protection from the weather, but their slipshod construction just as often permitted wind and snow to find their way inside between the cracks.[6]

This was the scene in Promontory's early history, boasting a population of only 43 people in 1870, 26 of whom were Chinese railroad workers. Of the 43 people in town, 34 worked for the railroad in some capacity. There were three foremen, two from Wales (appear to be brothers, ages 19 and 22) and one from New York, age 27, who oversaw the crew of 26 Chinese laborers. The Chinese ranged in age from 15 to 40 with an average age of 23. The crew lived in two separate "section houses", one holding 15 and the other 11.[7]

Promontory is a Railroad Town: The Infrastructure

It took some time for the CP to gain control of the line from Promontory to near Ogden, but negotiations between the UP and CP were completed near the end of 1869, allowing CP to begin developing more substantial infrastructure at Promontory Station. An August 1869 inventory

Figure 68: View to northwest of Promontory Station Depot ca. 1912. This station was almost certainly built by the Union Pacific Railroad in 1869 and acquired for use by the Central Pacific in December of that same year. *Photo courtesy Western Railway Museum Archives.*

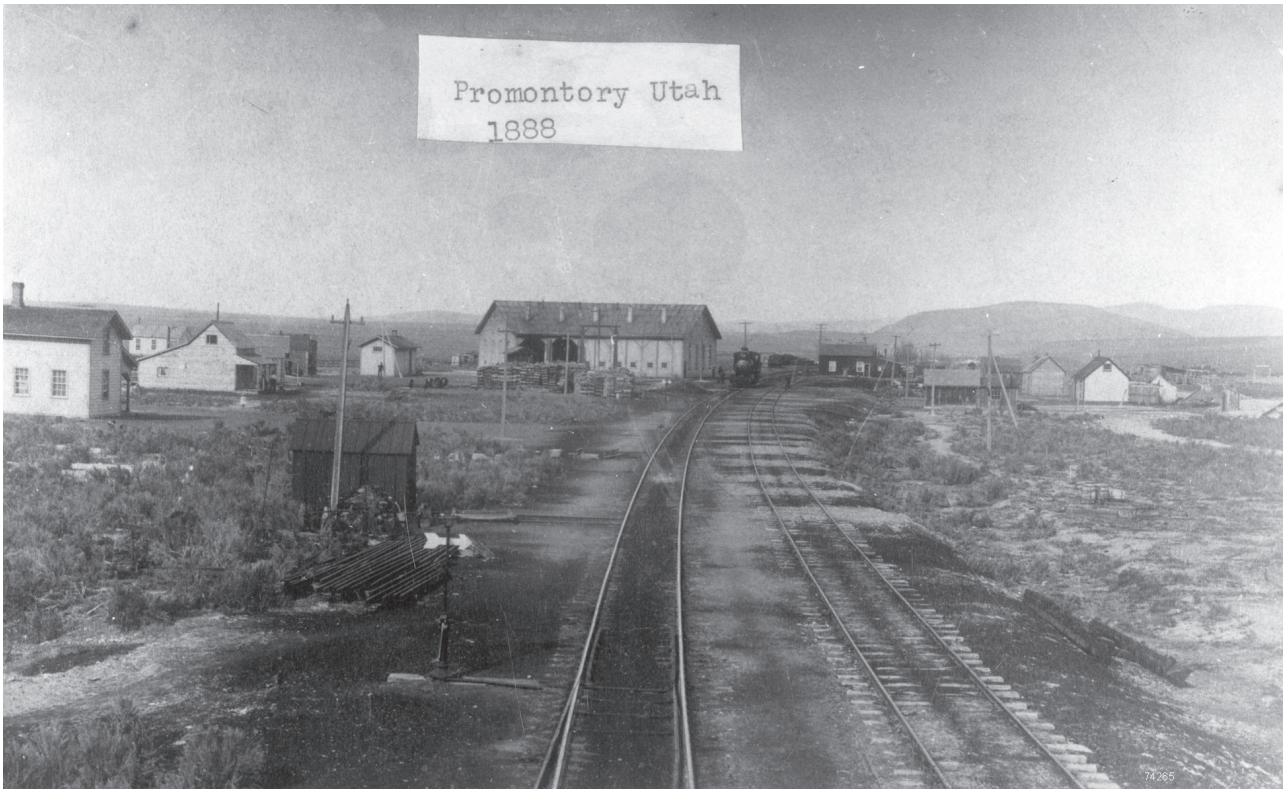

Figure 69: Promontory and roundhouse, view to east, ca. 1888. A five-stall roundhouse lies in the center of the photograph, a smokejack for each bay. A two-story section house lies on the left and another two section houses (perhaps bunkhouses?) across the tracks from the roundhouse. The Engineer's bunkhouse is just to the left of the roundhouse. The China bunk house and cook house lie on the left just behind the camera. *Photograph courtesy Western Railway Museum Archives.*

of buildings on the CP identifies one building at Promontory Station consisting of, "Promontory, House 18 x 24 used as Freight and Telegraph Office."[8] The Promontory depot (a separate building), which also included an eating house, was a structure constructed by the UP, perhaps in the summer or fall of 1869 since that building lay on their side (east side) of the point of intersection of the two railroads.[9] (Figure 68) These buildings likely represented the kind found at small stations outside of larger cities around this time as described by historians Halberstadt and Halberstadt:

> *...During the 1860s, "70s, "80s, and '90s, there were hundreds of such buildings assembled everywhere in the United States and Canada. They were simple, unpretentious structures made of painted wood, cheap board-and-batten constructions. They weren't expected to last forever.... The railroads built so many of them that the designs were standardized. They were designated Common Standard No. 1, No. 2, or No. 3. They came in sizes from little to large... Many were precut at a factory, shipped to their destinations on one or more flat cars, and assembled on site in a few days to a week.*[10]

This description applies to most other buildings along the Promontory Route and beyond constructed over the next few years, including section station bunk houses, tool houses and other outbuildings. Other infrastructure eventually developed at Promontory was built to last. Initially, a wye was constructed by the UP at the location to turn locomotives around, a feature used by UP until its departure later in 1869. The CP had constructed a "gallows" turntable on the west side of town, but only a few years later built a turntable

and roundhouse for more efficient locomotive turning and to provide space for engine maintenance.[11] (Figure 69) It is known that a section house was constructed and completed at Promontory on May 31, 1881 and a sand house in February 1883.[12] An 1880 drawing of the Promontory yard area depicts the following buildings:

Hotel and Telegraph Office
Road Masters House
Turntable and Three Bay Roundhouse
Section House
Railroad Depot
Bunk House
China Bunk House
China Cook House
Hand Car House
Wood House
Two water Tubs

Table 18: Promontory Railyards 1880[13]

Note the three-stall roundhouse on the list. It is likely that it had been in place at Promontory since at least 1874. F. E. Shearer, in his Pacific Tourist Guide, notes that Promontory has "…a well kept eating house for railroad and trainmen, and large coal-sheds with a three-stall roundhouse…"[14] By 1885 this changes. Albert Werner, a U.S. Geological Survey Surveyor, notes the presence of "a "1/4 roundhouse" "and maintenance yard and that the "engine barn" was constructed of brick."[15] An 1885 section map of Promontory, drawn for the CP, depicts a five-stall roundhouse superimposed on the original three-stall facility shown in a map dated 1880, slightly offset with tracks rearranged.[16] This is probably the point at which a new roundhouse was constructed and a larger turntable added. Along with this facility there are several other railroad-related facilities shown on the map. (Figure 70 and Table 18) This five-stall roundhouse was taken out of service shortly after completion of the Lucin Cutoff in 1904 and torn down within a few years, well before 1912 when the turntable was removed.[17] With traffic mostly shunted onto the mainline across the Great Salt Lake there would have been no need to continue to stage helper engines at Promontory or Blue Creek.

Five Stall Roundhouse and Turntable
Hotel and Telegraph Office
Section House
Coal Shed
Car Houses
Tank (water – some distance from track)
Tool House
China Section House and Cook House
Roadmasters House
Engineers' Bunk House
Section House
Sand House
Lodging House (two buildings)

Table 19: Facilities listed on 1885 Promontory Station Plan Map.[18]

A brief description of facilities in the town was made in the *Report of the Railroad Engineer* for the Commissioner of Railroads in 1893. He noted that Promontory had 1.70 miles of siding, an eating house, roundhouse, a turntable, coal bulkhead, a schoolhouse and a combined store and hotel.[19]

In 2002 Sagebrush Consultants and the National Park Service jointly undertook test excavations of the Promontory Roundhouse exposing portions of the rear and front of the foundation of the structure. The testing revealed a brick structure measuring 82 by 63 ft in size with five bays, four of them fitted with long maintenance pits and the northernmost one

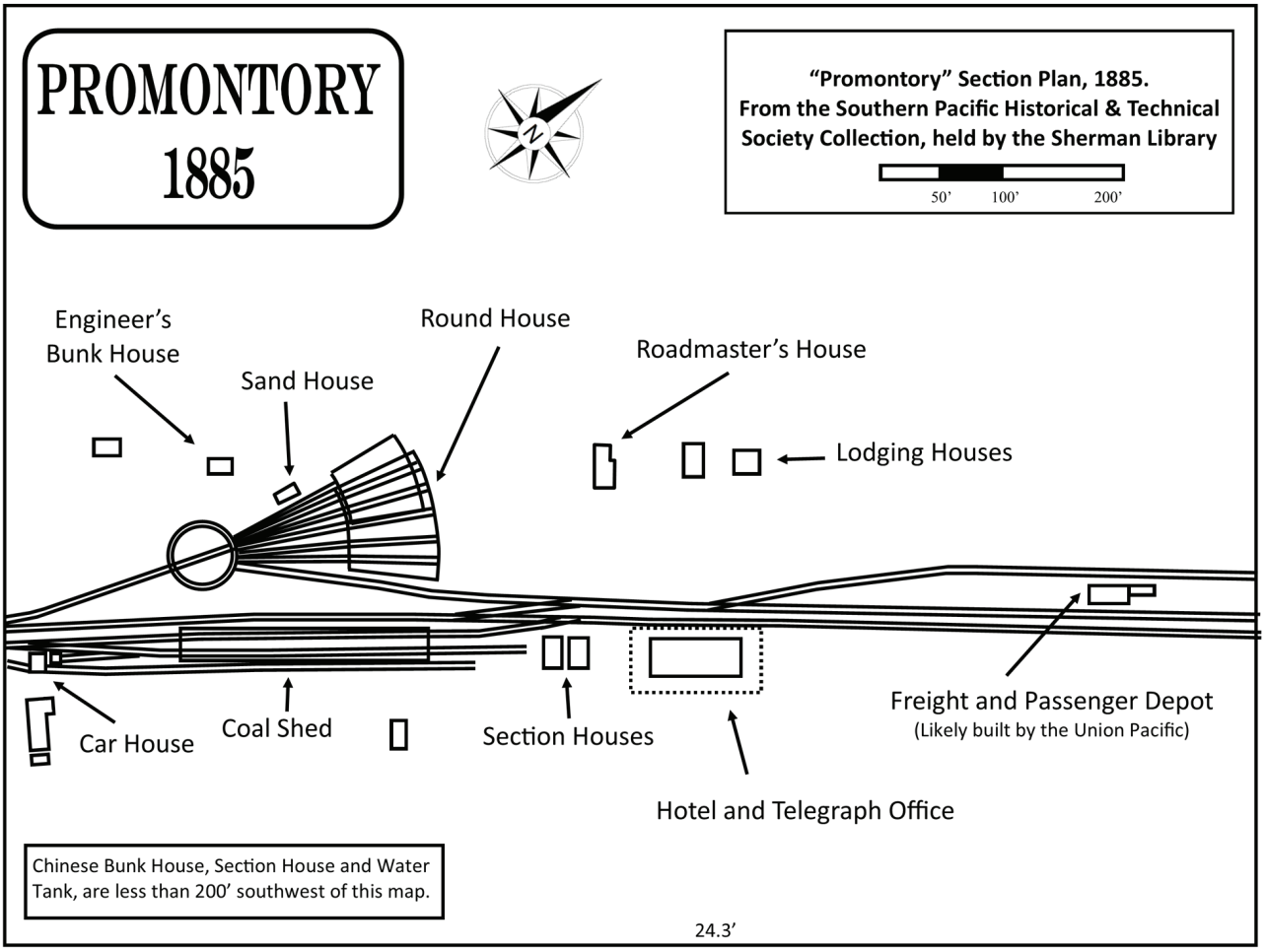

Figure 70: Partial Promontory Section Plan, re-drawn from an 1885 map in the Southern Pacific Historical & Technical Society Collection, held by the Sherman Library and Gardens, Corona del Rey, California.

apparently used for other purposes. (Figure 71) It also revealed a rather sophisticated drainage system which allowed oils and other liquids to be discharged from the maintenance pits via a terra cotta piping system at the front of the roundhouse.[20] (Figure 72)

Among the other facilities listed in the 1885 CP drawing was a water tank. This tank is known to have been an enclosed wooden tank in a Style 2 frame as described in the Terrace Station. A photograph of this tank can be found in Richard Francaviglia's book.[21] This is one of the better photographs of this style tank. It is curious that such a large tank was built at Promontory since of all the other known stations with such tanks, Promontory is the only one without its own water source. It is likely that the operational importance of Promontory to service locomotives climbing grades from both the east and the west, required an ability to provide tender water at this point on the line. Of additional note in this photograph is the two-story section house building with tall chimney stack and shed roof addition on the side. In front of the section house is another one story, single-story section house, possibly made of railroad ties with an only slightly sloped gable roof. It has two stove pipes in the roof suggesting it is a duplex. It is likely that this represented railroad worker housing.

Figure 71: Promontory Station Roundhouse Excavation. East or back wall of roundhouse masonry foundation. This shows the method used to construct the roundhouse, several straight brick sections forming the back side of each "bay" connected together by slight angle turns. View is to the south. *Sagebrush Consultants, October 13, 2002.*

Figure 72: Promontory Station Roundhouse Excavation. View shows a terra cotta pipe on the west end of partially excavated Bay 4 used to drain fluids out of the Bay. It connects with a common terra cotta pipe which extends across the entire front of the roundhouse to drain all service pits. This system of pipes drained oils and other fluids used in locomotive maintenance by gravity from the roundhouse, out of the front of the building to some low point, perhaps a pit. *Sagebrush Consultants, October 14, 2002.*

Another photograph of a water tank at Promontory is quite different.[22] It is likely a replacement tank installed on the line prior to 1904. In 1917 the ICC Valuation Project team measured the structure. According to the ICC notes, the tank was built about 1880 and was a standard tank of 30,000 gallons resting on 16 – 10 ft posts. A memo dated January 31, 1920, from J. B. Cope in the SP San Francisco Office to Mr. O. K. Mehlmann, found within the ICC notes regarding the tank states:

> *Referring to your letter of Jan. 22, 1920…Regarding the water tank at Promontory.*
> *The [Salt Lake] division officials advise that this water tank has not been in use since 1904, and that prior to that time the water was hauled in water cars and emptied into the cistern and pumped into the tank….*[23]

So, presumably, up until the construction of the Lucin Cutoff, this water tank was actively used at the station. It is likely that this water tank was moved from another location on the SP line to the town of Promontory, perhaps in the 1890s.[24]

By the 1880s, Promontory had grown to about 120 people, with a significant reduction of the Chinese population. The railroad population is difficult to discern in this census. A Section Foreman and 18 Chinese railroad workers are crossed out, and what appears the same group shows up in 1880 in the Grouse Creek Precinct, 93 miles to the west at the Bovine and Lucin stations. In the Promontory Precinct, after excluding the first group of railroad workers who appear to be in Blue Creek, those remaining consist of to 16 people who appear to work for the railroad in some capacity. They include two American telegraph operators, an English car inspector, an Irish roadmaster, an Irish section foreman, age 34, four Chinese track workers, and a crew of seven telegraph repairers (five from the US and one from Ireland). The four track workers were ages 24 to 30, averaging 25 years.[25]

Cattle ranching and farming had developed in the surrounding area, but despite this, Promontory was and always would be, economically tied to the railroad for its existence. During this time, Promontory maintained a mainline freight and passenger station, with a day and night telegraph office and platform. When freight stations were classified, beginning in 1890, it was deemed a Class A station.[26]

Hitting on all Cylinders until…: Promontory in 1900

A relatively high level of activity continued at Promontory up into the early 1900s as the Promontory route continued to be the CP's mainline to California. The station became an "F.T.X." station by at least 1903, meaning that it handled freight, passengers, and express shipments.[27] There were six scheduled freights and four passenger trains coming through the town.[28]

The population of the precinct reached 148 in 1900. The 1882 Chinese Exclusion Act and subsequent acts diminished the number of Chinese railroad workers at Promontory, and elsewhere. Only one Chinese man was found in Promontory, perhaps operating a laundry. There was a total of 19 people in the town who could be directly tied to railroad employment, two railroad engineers, four railroad firemen, one telegraph operator, one telegraph agent, and 11 railroad laborers. Two "day laborers" could also have been employed by the railroad but there is no way to be sure. The railroad labor crews included one 31-year-old from Sweden, a 55-year-old from England and the remainder from the US, representing six different states.[29]

In 1904 Promontory experienced a sudden, downward trend in economic activity. The railroad station and its economy suffered after the Lucin Cutoff was completed across the Great Salt Lake, siphoning off almost all mainline traffic to and from the coast. Most freight traffic was shunted to the Cutoff in April 1903 and passenger trains followed on September 18, 1904[30], dropping traffic from 12 trains a day down to a "Daily, except Sunday" mixed train (freight and passenger) which ran both ways each day between Corinne, through Promontory Station, to Montello, Nevada, on the mainline.[31] Promontory lost its telegraph office because there was no longer a need to coordinate long-distance trains, and it was reduced to a Class A Freight station with a platform. It remained that way until its abandonment in 1942.[32]

During the 1890s, T. G. Brown, emerged as one of the more important figures in the history of Promontory. He was a "…merchant, hotel keeper, postmaster, stock raiser, railroad restauranteur, sheriff and school trustee" and even long-time postmaster.[33] Brown even operated the Golden Spike Hotel which probably also housed the town's restaurant and saloon. Sometime between 1905 and 1907 Frederick C. Houghton took over the store, restaurant, and post office.[34] Even after

his death in 1926, the Houghton family business remained an important part of the town until 1935 when his wife moved to Ogden.[35]

With a few exceptions, rail traffic continued to slow as the decades passed. Rails were removed from sidings for use elsewhere. In Promontory rail went from 119 car lengths in 1915 to 90 car lengths in 1929, and finally to only 24 in 1940.[36]

The Long Slow Slide: Promontory 1910-1940

By 1910, the population of Promontory Precinct (which included outlying farms), was 200, 15 of whom worked for the railroad. This included: a railroad fireman, two telegraph operators, one section foreman, seven section laborers, and four SP employees of unknown positions.[37] The foreman was a 35-year-old from England. The seven section laborers were all from Italy and ranged in age from 20 to 60, averaging 38. In part, many of these railroad employees were probably held there by the SP in anticipation of needing to use the line should disaster strike the mainline across the Lucin Cutoff. The turntable was removed in 1912 revealing the slowing railroad traffic and lack of need for such facilities.[38]
A survey of Promontory Station in 1916 identifies many still standing railroad infrastructure components:

Building	Date Constructed	Size
Section House	1882	1½ story, 16 x 24 ft
Bunk House	1896	13 x 35 ft, frame
Tool House	1898	
Ice House	1915	
Freight Shed	1897	
Freight Platform		
Unloading Platform		
Water Tank	[Ca. 1880]	
Privy		
Tie House		
Cistern		
Chicken Sheds		
Bake Ovens		

Table 20: Railroad Facilities Identified in 1916[39]

Shortly after the ICC survey, the Progressive Military Reconnaissance of lands in the Promontory Quadrangle was undertaken in 1918. In that report, a brief description of Promontory indicated that it had three sidings, 4940 ft long with a capacity of 101 cars. The loading facilities included a freight house and platform measuring 40 by 15 ft in size. Stockyards were not mentioned. They added that railroad operations over the line averaged one passenger coach, one baggage coach and six freight cars per day. Also, that there was an average of 12 railroad employees working at the Promontory Station.[40]

By 1920, the population of the Promontory Precinct had grown to 265, though only about 200 lived in and around Promontory. Sixty-four of the total precinct counts were Potash workers and their families. The only potash operation in the area was in Kosmo, 21 miles to the southwest, so the 1920 Promontory Precinct included that railroad town. Also, the growth in Promontory was not internal, but rather due to increased interest in dry farming after passage of the 1909 Homestead Act.[41] Along with Lampo and Kosmo, Promontory was part of the wheat belt of Box Elder County during this time and much of the exported grain was sent out by rail. More grain was shipped from Lampo than any other station, but a portable elevator was brought to Promontory yearly and grain put onto rail cars there for shipment. According to a local farmer, John Adams, 100,000 bushels of wheat were shipped by train from Promontory per year, on average.[42]

A total of 10 railroad employees lived in Promontory in 1920. That included an engineer, a 46-year-old Danish section worker, an Italian section foreman, seven Italian section laborers and one laborer from New Mexico, age 34.[43] The Italian workers ranged in age from 21 to 60, averaging 28. This trend towards a European immigrant workforce was also occurring on the railroad throughout Utah and Nevada, and included laborers from Greece, Bulgaria, Serbia,

and Albania. By 1920, Mexican railroad laborers also began to appear in large numbers on the SP. This is exemplified in Lucin's census numbers for 1920. The small number of railroad employees at Promontory suggests that helper engine crews and locomotives had been eliminated, something which had been so important on the east slope of the Promontories in the past. This low number of workers at Promontory also corresponds to the absence of railroad labor at Blue Creek and Rozel. In fact, at this point, it is likely that the only fully occupied stations on the branch line were Corinne, Promontory, Kelton, Watercress and the re-located Lucin station.

By 1930, the population of Promontory had shrunk again to 133. Almost all the population were tied to the agricultural economy. Railroad workers were limited to one Italian section foreman, age 27, and four section hands, one from Italy, age 39, and three from Utah, ages 21, 24 and 24. This was probably the minimum to maintain track and roadbed conditions.[44] Shortly after the census was taken in 1930, the SP closed its section house at Promontory as a cost saving measure. When necessary it sent a crew on a motorized track car to Promontory from Corinne.[45] The tri-weekly mixed train, locally dubbed "The Alkali Limited", was often running with few patrons and the railroad was becoming impatient with the losses that were building up while operating this line.

In 1940, the end of the Depression, shortly before WWII and just before the abandonment of the Promontory Route, the population of the precinct was down to 46 and included only one person related to railroad employment, a Track Walker from Minnesota. There were almost no services at Promontory at this point, as the school had closed in the mid-1930s, the store in 1935 and the Post Office in 1940. Shortly after this, in June 1942, the Promontory Route was abandoned and, in July, the tracks were torn up for use in military facilities in Utah and Nevada.[46]

After the Railroad Leaves: Promontory Post 1940

After 1942, the town of Promontory slowly faded away. But, long before that, there had developed interest in remembering the famous site. Sometime, well after completion of the railroad through Promontory, the Southern Pacific erected a sign at the point of the joining of the rails labeled "Last Spike" and contained a brief description of what that meant. In 1916, it is reported that Wilson Wright of the SP erected a stone monument across the tracks from that sign.[47] The obelisk contained a rectangular metal plate which commemorated the driving the last spike. That obelisk became a quite popular destination and by its presence, people gained more interest in the history of the line. Also drawing people's interest to railroad history were two early movies depicting the driving of the last spike, *The Iron Horse*, released in 1924 and *Union Pacific* from the late 1930s.[48]

By the late 1940s, Box Elder County citizens began to carry out small re-enactments at the site every May 10, something later sponsored and continued by the Brigham City Chamber of Commerce.[49] The Golden Spike Association, established by Bernice Anderson and a few others in the early 1950s, continued to sponsor the celebration on a yearly basis, something the organization continues to the present day in coordination with the National Park Service.

In part, due to a continuing campaign to have the site commemorated, particularly by Bernice Anderson, the National Park Service began to show much more interest in the site. The agency had begun to show interest in historical interpretation of nationally significant sites during the 1950s. The Golden Spike was one of these places. With ceaseless campaigning by the Golden Spike Association and others for recognition of the site, on April 2, 1957 the Secretary of the Interior designated a seven-acre parcel around the spike site as a national historic site under authority of the Historic Sites Act of 1935.[50]

Between 1957 and 1965 a brass plaque, identifying the area as a national historic site, was placed on the existing obelisk and two parallel lengths of rail laid at the site. Pressure continued to be applied to Congress concerning the need for more recognition, land acquisition and interpretation of the site. In 1965, with the centennial of the spike event approaching President Lyndon Johnson signed a bill into law enlarging the land area and developing the site as "Golden Spike National Historic Site".[51] The money appropriated for this new historic site was used to acquire 1,542 acres of land, construct a new visitor center and facilities, develop interpretive exhibits and, in 1974, purchase two working, replica locomotives.[52] By 1980, the acreage of the historic site had been increased to 2,735 acres.[53] (Figure 73)

Since that time, and as the 150th Anniversary of the driving of the Golden Spike approached, Congress acted. The John D. Dingell, Jr. Conservation, Management, and Recreation Act was signed into law on March 12, 2019 and, as part of that law, re-designated the Promontory site as "Golden Spike National Historical Park", raising its level of recognition and providing more resources to the park.

Figure 73: 100th Anniversary celebration at Golden Spike National Historic Site (now National Historical Park) on May 10, 1969. *Photo by Mike Polk.*

Archaeology

Considerable archaeological research has been carried out in the Promontory Station area (42BO2532), including the roundhouse excavation mentioned earlier.[54] A survey of the property was carried out by Jim Ayres in 1982 in support of the NPS's efforts to better interpret the site where a park had been established several years earlier.[55] Ayres carried out an extensive survey of the property in a relatively short time. Ayres' report provided maps, descriptions of former buildings, functions, and information regarding operation of the station. Additional work was carried out by NPS archaeologists and historians over the next several decades. The most extensive archaeological survey of the Golden Spike National Historic Site occurred in the early 2000s when a five-year survey project was carried out to inventory the entire GOSP property. After the first year of NPS work, in 2001, Sagebrush Consultants, from Ogden, completed the final four years of the project.[56] In those efforts, the entire GOSP property, outside of the former Promontory townsite, was surveyed for archaeological sites. This work resulted in the analysis and reporting of more than 50 sites, including 19 large railroad worker camp sites. Almost all sites recorded were railroad related with four identified as Chinese railroad worker habitation sites.

In addition to the survey, extensive test excavations were undertaken of the Promontory Roundhouse in 2002 in a joint effort by the NPS and Sagebrush Consultants. Brief mention of this work was made earlier in the chapter.

Golden Spike Territory,
Stories About Promontory:

Promontory Station had a long and illustrious history, declining and ending on a rather sad note. Nevertheless, over its lifetime, there were a wide variety of incidents, activities, and events which were documented in the Utah press. Here is a small sample.

Just Getting Started: The 1870s...

In 1876, the *Deseret Evening News* (May 2) reported this:

The Herald's Promontory Station special says—"Pedro is detained here by a singular accident. A freight train was wrecked near here; a bull standing on the track overturned the engine and eleven cars. Two were killed and two seriously injured.[57]

The *Ogden Semi-Weekly Journa*l had this to report about Promontory on November 11, 1874:

Two Barrels. *Dan Davis of Virginia City paid a visit to Promontory on the Central Pacific Railroad, and was charmed with the manners and customs—almost patriarchal in their frank simplicity—of the people. He stopped at the principal hotel of the town. It was a nice place, and the landlord was a very agreeable and friendly sort of a man.*

Says Dan: "When dinner was ready the landlord came out into the street in front of his hotel with a double-barrelled shotgun. Raising the gun above his head he fired off one barrel. I said to him, 'What did you do that for?' Said he, 'To call my boarders to dinner.' I said, why don't you fire off both barrels?' 'Oh,' said he, 'I keep the other to collect with'".[58]

Into its Stride: The 1880s...

From the *Deseret News*
April 14, 1886:

--Two Chinamen, believed to be the ones who murdered the China woman in Evanston on Wednesday night, March 24th, have been captured, and are now in the county jail at that place awaiting trial. One of them named Ah You, who is believed to have killed the woman, was suspected at the time the murder was discovered. He and some other Chinamen left Evanston a few days after the murder, going west. The husband of the murdered woman procured the services of a professional detective who resides in Montana to follow and shadow them. This Chinese detective became aware of the sale of some jewelry, the property of the murdered woman, by the suspected criminals. The detective promptly purchased the jewelry, which has been identified. It is thought that there is sufficient evidence secured to convict Ah You and two accomplices in the murder. The detective telegraphed our sheriff to come to Promontory on the Central Pacific, and get the men. Deputy Sheriff Newell responded to the call, and found the men working on a section at Old Blue Creek, at the foot of the hill east of Promontory, 57 miles west of Ogden, and made the arrest.[59]

From the *Ogden Herald*
October 4, 1887:

A C.P. Wreck. *A wreck occurred on the Central Pacific on Promontory hill on Sunday morning. Two cars of a freight train were ditched and the brakeman, Graves, was seriously injured. The conductor was injured slightly. The brakeman was removed to the hospital at Sacramento to receive treatment. The passenger train was delayed several hours by the accident.*[60]

From the *Deseret News*
April 11, 1888:

Yesterday, Frank McNulty, also an engineer on the Central Pacific, was taking his engine down the Promontory Hill for cars. He was carrying two ladies in the cab. Upon reaching the Emigrant Crossing he espied a cow upon the track. Realizing the danger he jumped from the engine, spraining his ankle. As the locomotive struck the cow it stopped and no injury was sustained by the occupants.[61]

From the *Salt Lake Herald Republican*
January 3, 1880:

A Brakeman Killed on the C.P. *A terrible accident occurred on the Central Pacific road near Promontory station on Thursday, whereby Mr. Joseph A. Kelly, a brakeman on the road, and a resident of this city, lost his life. It appears that while walking over a train of flat cars, he missed his footing and fell between the cars, but as no one saw the accident, it is impossible to say just how it occurred. Five cars passed over his body, which was mangled in a frightful manner, the head being almost entirely severed and otherwise horribly mutilated. The unfortunate man was not missed until the train reached Promontory, when a party was sent back to look for him. The body was at once sent to this city and taken to Preshaw's undertaking establishment, where it remained until this afternoon, when the funeral took place. The deceased leaves a wife and three small children in destitute circumstances, who reside near the corner of Fourth and Franklin streets.*[62]

From the *Ogden Daily Standard*
December 4, 1888:

The C. P. Wreck. *Saturday morning at 2 o'clock a wreck occurred on the Central Pacific near Promontory. The "helper," an engine stationed at that point to assist trains across the ridge was attached to a special freight, coming into Promontory from the west. The train was running at the rate of twenty miles an hour. On the "helper" was engineer Ogden, residing at Promontory and brakeman M.W. Willison. While leaning through the cab window the latter noticed some freight cars standing on the main line. Shouting to the engineer to jump himself made a leap through the cab window alighting on the ground stunned and with a dislocated ankle. The engineer also jumped and received some severe cuts and bruises. He was immediately taken to his home, while the brakeman was brought to Ogden and placed under the efficient care of Dr. Bryant, who bandaged the swollen ankle in a coat of plaster of Paris.*

The train crashed into the freight cars, throwing the engine from the track and badly smashing the cars, which it seems had lost their brakehold, and run down from the switch on to the main track. It is a wonder, indeed, that none of the other men were injured.[63]

Doing Even Better: The 1890s…

From the *Ogden Daily Standard*
June 8, 1899:

An Old Resident of Willard. *Hon. J.L. Edwards, mayor of Willard City, Box Elder County…has lived in Willard for the past forty-three years….*

In conversation with a News reporter Mr. Edwards [related some experiences at Promontory in 1869]. Thirty years ago Mr. Edwards lived on the Promontory at Maple Creek. At that time the Union Pacific and Central Pacific were constructing their roads form Blue creek up to the top of Promontory hill. Mr. Edwards' residence consisted of a log cabin, with no other house within twenty miles. With him was his wife and two children…During the winter of 1869 Mr. Edward says he sold beef at railroad camps at 20 cents a pound and there was a big

demand for it too. The only annoyance, Mr. Edwards says, the people of his section of country were ever subjected to was while the railroads were being built. Hundreds of men were employed by the two roads to do the work, and some of them were the "toughest of the tough." Rows were frequent among them and many lives were lost in consequence. They also committed numerous depredations by robbing and stealing cattle, etc. Mayor Edwards was among those thus annoyed, and more than once had occasion to go into the house and get a shotgun for the purpose of scaring the miscreants off. "You may say what you like about guns," said Mr. Edwards, "but they were mighty handy things to have around the house at that time."

Mr. Edwards related an incident that occurred one night in March, 1870, which started in rather rough, but happily ended all right. He said, "The night was fearfully cold and dismal, and I had just returned from railroad camps where I had been disposing of some cattle. Some water was needed in the house and Mrs. Edwards insisted on going for it, preferring that I should remain to take care of the children. I had received a large roll of greenbacks from the day's sale. When my wife reached the creek she saw two men on the other side. She hurried back to the house and told me of the men's presence. We had a gun and a pistol in the room, and handing me the gun and taking the pistol herself, my wife said, 'Husband let us go out and see what those men want; if they are here for mischief, they will find this a hot place'.

"The courage displayed by my wife emboldened me and I went down to the creek, and calling out to the men asked what they wanted. There was no reply. I called out again, and said, 'If you don't answer I shall take it for granted that you are enemies and will shoot the first move that is made.' Still there was no response. We listened for some time and not hearing the least sound we made our way back to the house, determined to sit up all night rather than to go to bed and take chances of being murdered while asleep. Just before reaching the door we observed two dark objects moving away. Once more I raised my gun ready to shoot, but I didn't fire, for we found the parties to be old friends of ours, instead of enemies as we had all the time supposed them to be."[64]

From the *Salt Lake Tribune*
April 5, 1899:

Broke Both Rods. *C. A. Richardson, who came in yesterday, tells of a strange accident near Promontory on Monday, when the Southern Pacific passenger came near being wrecked. It was caused by the not unusual accident of a side rod breaking on the engine drivers. It was followed, however, by the unusual double breaking, the other rod also snapping. The engineer saw the rod coming up and jumped back just in time to escape it as it tore through the bottom of the cab. None were injured, but a severe shaking up was given the passengers.*[65]

A Final Surge and Then Things Change: The 1900s…

From the *Ogden Daily Standard*
August 6, 1900:

Brakeman Injured. *W. O. Bishop, a Southern Pacific brakeman, was brought in from Promontory yesterday with one arm so badly smashed that it was amputated upon his arrival at the city hospital. The injury was received while engaged in making a coupling at the above town [Promontory]. Bishop is a man of about 30, married, and his family reside in Ogden. Before the strike of '94 he was night car repairer at this point, but resigned his position and later became fireman on the Southern Pacific subsequently commencing work as brakeman.*[66]

From the *Ogden Daily Standard*
July 15, 1902:

Random References. *The bunk house for the section men at Promontory was broken into and robbed Sunday night and the Ogden police notified. The robbers were arrested here [in Ogden] this morning in the person of two 14-year-old boys, Fortis Noxlie and Simon Lee. They confessed the crime and will be held for Box Elder officers. They had the stolen articles with them consisting of six razors, a revolver and a pair of shoes.*[67]

From the *Ogden Daily Standard*
August 8, 1902:

Brakeman Receives Injuries. *Brakeman Warren, who came in on the second section of Southern Pacific passenger train No. 6 this morning, claims he was hit by a lump of coal thrown by Albert M. Lumas, a railroad man out of employment, who was beating his way east. The trouble occurred at Promontory this morning.*

Joe Holland is conductor on the train and Warren one of the brakemen. According to the latter's story he attempted to eject four or five men from the front end of the baggage car, where they were trying to ride free, and he claims Lumas threw a chunk of coal at him which gashed his cheek and inflicted a painful wound. He reported the matter to Officer Meisner and stated that the hoboes would be on the next freight. Officers Meisner and Hutchins concealed themselves at the river bridge and when the freight train arrived captured four—Albert M. Lumas, Joseph Scott, R. T. Reynolds and John Franks. They were taken to the station, where Lumas freely admitted that he struck Warren, but claims the blow was with his fist instead of a chunk of coal. He claims that he was only "teasing" the brakeman by jumping on the train, and the latter attacked him savagely. He then struck Warren in self-defense with his fist, and exhibits some badly bruised knuckles to substantiate his claims. Each of the four men are well supplied with money, Lumas having over $45 on his person. He claims to be a switchman and to have just quit work at San Francisco. His home is in Missouri.[68]

From the *Box Elder News Journal*
September 26, 1907:

Promontory Line Torn Up. *Thousands of rails on the Promontory line of the Southern Pacific, from Ogden to Lucin, are being taken up and transferred to the Nevada & California railway, where they will replace the lighter rails which have been in use there since the line was constructed. The rails from the N. & C. line will be brought over to Promontory, or the old line.*[69]

Promontory on a Slow Slide: The 1910s to 1940s…

From the *Box Elder News Journal*
January 9, 1913:

Local and Personal. *Postmaster F.C. Houghton was in from Promontory on Tuesday [to Brigham City], taking out his final naturalization papers before Judge Call. Mr. Houghton is now a full fledged American citizen and he says he is proud of it. Another circumstance which makes him feel mighty good is the baby girl who came to the Houghton home a few weeks ago. Life on the promontory has been more than worth living since the baby came.*[70]

From the *Box Elder News Journal*
February 3, 1916:

Earl Morris, manager of the Rosette Store, came in to Brigham last Friday morning on some business matters. The heavy winds had drifted the snow so badly on the Promontory that the train was seventeen hours getting to Brigham. They got snowbound on the hill and had to send for help in the form of another engine. [71]

From the *Box Elder News Journal*
June 20, 1922:

Boy Injured at Promontory. *Mr. L.E. Whitaker of Promontory Station, motored into Brigham City Friday, bringing with him his seven-year old son, Arnold Whitaker, who had the fingers on both hands badly mangled Tuesday evening. Mr. Whitaker drove into the yard with a heavily loaded tank. wagon, and as he stopped, the lad come up with a large block to put under one of the wheels. In placing the block he held it with his fingers on the underside, and as the wagon stopped it backed a little bringing the weight down upon the boy's hands. The fingers were badly crushed and split, and in trying to release himself the boy tore the nail off the little finger. It was impossible to bring the boy to this city [Brigham City] for medical aid until Friday on account of bad roads, resulting from the storm. However, he was given attention at home, and the wounded hands are now starting to mend.*[72]

From the *Bear River Valley Leader*
June 25, 1942:

S.P. to Abandon Promontory Railroad Line. *The Promontory branch of the Southern Pacific Railroad company, which extends around the north end of Great Salt Lake, will be abandoned it was learned Thursday. The Interstate commerce commission notified Box Elder county commissioners that a petition for abandonment by the railroad has been granted.*

The railroad has been endeavoring to abandon the line for five or six years but Box Elder County, Box Elder Chamber of Commerce and cattlemen and farmers of the area served have opposed the move vigorously.

Some time ago, the U.S. Navy requis[iti]oned rails from the branch line, according to L. P. Hopkins, division superintendent of the Southern Pacific. The Navy intends to use the 14,746 tons of rail from the 123 mile stretch for rapi[d]ly expanding switch yards of supply depots now existing and new ones proposed for construction.

Although the rails of the line are smaller than those usually use, they will serve because Diesel switch engines which provide ample power without too great a weight are used to switch trains, it was pointed out.[73]

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[1] *Salt Lake Herald Republican,* "It Was Twenty Years Ago," December 2, 1890, 8.

[2] Nelson Trottman, *History of the Union Pacific: A Financial and Economic Survey* (New York: The Ronald Press Company, 1923), 64.

[3] John R. Signor, *Southern Pacific's Salt Lake Division* (Berkeley: Signature Press, 2007), 33. Trottman, History of the Union Pacific, 64.

[4] *San Jose Mercury-News,* Settled, December 1, 1869; Review of several railroad schedules reveal the change in passenger train traffic. As late as November 8 the CP schedule shows the transfer point was still Promontory (Stockton Independent, December 4, 1869), but beginning December 6, the schedule no longer includes Promontory, but shows trains stopping in Ogden, Utah (Stockton Independent, December 6, 1869), though the accompanying fare schedule for Silver Palace Sleeping Coaches had not yet been changed.

[5] For some of the best summaries of these events please refer to the following references. Robert M. Utley, *The National Survey of Historic Sites and Buildings, Special Report on Promontory Summit, Utah (Golden Spike National Historic Site)* (Santa Fe: United States Department of the Interior, National Park Service Region Three, 1960) https://www.nps.gov/parkhistory/online_books/gosp/special_report.pdf (accessed 2-24-21); Charles Edgar Ames. *Pioneering the Union Pacific, A Reappraisal of the Builders of the Railroad* (New York: Appleton-Century-Crofts Educational Division Meredith Corporation, 1965): David Haward Bain, *Empire Express: Building the First Transcontinental Railroad* (New York, Penguin Putnam, Inc., 1999); John Holt Williams, *A Great & Shining Road: The Epic Story of the Transcontinental Railroad* (New York: Times Book, 1988).

[6] Richard V .Francaviglia, *Over the Range: A History of the Promontory Summit Route of the Pacific Railroad* (Logan: Utah State University Press, 2008), 113-114. https://muse.jhu.edu/book/7312 (accessed 2-21-21); https://babel.hathitrust.org/cgi/pt?id=usu.39060017131599&view=1up&seq=2 (accessed 2-25-21).

[7] Ancestry.com. *1870 United States Federal Census* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2009. Images reproduced by FamilySearch. "Promontory Precinct, Box Elder County, Utah".

[8] [List of Buildings on the Central Pacific Railroad from Sacramento, California to Ogden, Utah, including the Sacramento, Truckee, Shoshone, Humboldt, and Salt Lake Divisions]. August,1869. National Archives and Records Administration, College Park, Maryland.

[9] Kyle Wyatt, retired historian and curator at the California State Railroad Museum, [email communication with the senior author concerning the history of the Promontory Station and roundhouse buildings], October 28, 2020.

[10] Hans Halberstadt and April Halberstadt, *Depots and Roundhouses* (Motorbooks International, 2002), 21, 23.

[11] Polk, Michael R., and Wendy Simmons Johnson, *From Lampo Junction to Rozel: The Archaeological History of the Transcontinental Railroad Across the Promontory Mountains. GOSP Synthesis Report, Golden Spike National Historic Site, National Park Service,* Unpublished Manuscript on file at the Utah State Historic Preservation Office (Ogden: Sagebrush Consultants, 2012), 84, 94. https://dl.mospace.umsystem.edu/umsl/islandora/object/umsl%3A288236#page/52/mode/2up (Accessed 12-7-20).

[12] Charles C. Nott and Archibald Hopkins, "Cases Decided in the Court of Claims at the Term of 1890-'91 with abstracts of Decisions of the Supreme Court in Appealed Cases from October 1890 to May 1891, Volume XXVI" (Government Printing Office, Washington, 1892). 110, 113. https://www.google.com/books/edition/Cases_Decided_in_the_Court_of_Claims_of/Gv8bAQAAMAAJ?hl=en&gbpv=1 (accessed 11-15-20).

[13] Central Pacific Railroad, Technical Drawings, Salt Lake Division [bound volume of station plans], MS 79: Series 2: Land Department Record, Station Plan Book, Box 16, California State Railroad Museum Library, Sacramento, 1880, 131.

[14] F. E. Shearer, *The Pacific Tourist,* Adams & Bishop, Publishers, New York, 1874, 164.

[15] Polk and Simmons Johnson, *Lampo Junction to Rozel,* 92. Werner's note on the brick engine barn came from a railroad division engineer in charge of maintenance.

[16] Promontory Station Drawing within, Central Pacific Railroad, 1885 Station Plans of Promontory, Rozel, Blue Creek. Drawings, Box 88. Southern Pacific Historical and Technical Society Collection, Sherman Library, Corona del Mar, California. This drawing is likely drawn from the same information used to create a similar map showing the Promontory 3 stall roundhouse dated 1880 (Central Pacific Railroad, Technical Drawings, Salt Lake Division [bound volume of station plans], MS 79: Series 2: Land Department Record, Station Plan Book, Box 16, California State Railroad Museum Library, Sacramento, 1880, 131.

[17] Southern Pacific *List of Officers, Agencies, Stations, Etc.,* No. 42, July 1, 1912, shows the Promontory turntable still in place. The following year's list, Southern Pacific List of Officers, Agencies, Stations, Etc. No. 43, July 1, 1913, shows no turntable at Promontory.

[18] Central Pacific Railroad, *1885 Station Plans of Promontory, Rozel, Blue Creek.* Drawings, Box 88. Southern Pacific Historical and Technical Society Collection, Sherman Library, Corona del Mar, California.

[19] Report of Railroad Engineer, In: *Annual Report of the Commissioner of Railroads to the Secretary of the Interior 1893,* (Government Printing Office, Washington, 1893), 122. https://www.google.com/books/edition/Annual_Report_of_the_Commissioner_of_Rai/kiA8AQAAMAAJ?hl=en&gbpv=1 (accessed 11-9-20).

[20] Michael R. Polk and Adrienne Anderson, *Central Pacific Railroad Operations and the Promontory Summit Roundhouse Excavation* (Paper delivered at the Annual Meeting of the Society for California Archaeology, Sacramento, California, 2003), Slide 20. https://www.researchgate.net/publication/346713686_CENTRAL_PACIFIC_RAILROAD_OPERATIONS_AND_THE_PROMONTORY_SUMMIT_ROUNDHOUSE_EXCAVATION (accessed 2-22-21).

[21] Richard V. Francaviglia, *Over the Range… 2008,* 152, Fig. 5-5 https://muse.jhu.edu/book/7312 (accessed 2-21-21); https://babel.hathitrust.org/cgi/pt?id=usu.39060017131599&view=1up&seq=2 (accessed 2-25-21).

[22] Francaviglia, *Over the Range…2008,* 228, Figure 7-9.

[23] Interstate Commerce Commission, *Bureau of Valuation, Engineering Field Notes of ICC Parties Surveying the Physical Property of Railroads, 1914-29. [Notes concerning Promontory Station on the Southern Pacific, Promontory Branch Line]. Record Group 134: Records of the Interstate Commerce Commission, Bureau of Valuation. Central Pacific Railroad, Box 5820* (College Park: National Archives and Records Administration,1916).

[24] Personal Communication between Michael Polk and Kyle Wyatt concerning newer Promontory Water Tank, October 28, 2020.

[25] Ancestry.com. *1880 United States Federal Census* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2009. Images reproduced by FamilySearch. "Promontory Precinct, Box Elder County, Utah".

[26] Southern Pacific Company, *List of Officers, Agencies and Stations,* 1881-1890.

[27] Southern Pacific Company, *List of Officers, Agencies and Stations,* 1903.

[28] Southern Pacific Company, [Salt Lake Division Employee's Timetable], (Ogden: Southern Pacific Company, 1890)

[29] Ancestry.com. *1900 United States Federal Census* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2009. Images reproduced by FamilySearch, "Promontory Precinct, Box Elder County, Utah".

[30] *Ogden Daily Standard,* "Formal Opening of Cut-Off," September 16, 1904, 6.

[31] *Ogden Daily Standard,* "Railroad Notes," October 21, 1904, 6.; Southern Pacific Company, Salt Lake Division, Employees' Time Table 4, February 1st, 1905, (San Francisco: Southern Pacific Company).

[32] Southern Pacific Company, *List of Officers, Agencies and Stations,* 1907-1942.

[33] James E. Ayers, *Archaeological Survey of Golden Spike National Historic Site and Record Search for Promontory, Utah* (Tucson: Arizona State Museum, 1982), 113.

[34] Ibid. 113; United States Department of the Interior, The Public Lands, a Brief Sketch in United States History (Washington D.C.: United States Department of the Interior, 1907), 501.

[35] *Box Elder News Journal,* "F.C. Houghton Dies at Ogden," March 23, 1926, 1; Ayres, Archaeological Survey of Golden Spike, 113.

[36] Southern Pacific Company, [Salt Lake Division Employee's Timetable] (Ogden: Southern Pacific Company, 1915, 1929, 1940).

[37] Ancestry.com. *1910 United States Federal Census* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2009. Images reproduced by FamilySearch. "Promontory Precinct, Box Elder County, Utah".

[38] Southern Pacific *List of Officers, Agencies, Stations, Etc.,* No. 42, July 1, 1912; No. 43, July 1, 1913.

[39] Interstate Commerce Commission Bureau of Valuation, Engineering Field Notes of ICC Parties Surveying the Physical Property of Railroads, 1914-29. [Notes concerning Promontory on the Southern Pacific, Promontory Branch Line]. Record Group 134: Records of the Interstate Commerce Commission, Bureau of Valuation. Central Pacific Railroad, Box 5820, NWCH, HM (College Park: National Archives and Records Administration, 1916). The presence of bake ovens probably reflects the presence of Italian railroad workers, seven of whom were counted in the 1910 census.

[40] Councils of Defense, *Reconnaissance Report for the Military Information Division on Promontory, Utah. Military Survey Reports from the Councils of Defense Series 10336* (Salt Lake City: Utah State Archives and Records Administration, 1918), 6.

[41] Polk and Simmons Johnson, *Lampo Junction to Rozel,* 105.

[42] Interstate Commerce Commission, *Central Pacific Railway,* 180.

[43] Ancestry.com. *1920 United States Federal Census* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2009. Images reproduced by FamilySearch. "Promontory Precinct, Box Elder County, Utah".

[44] Ancestry.com. *1930 United States Federal Census* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2009. Images reproduced by FamilySearch. "Promontory Precinct, Box Elder County, Utah".

[45] Michael W. Johnson, *Promontory Station: An Industrial Outpost in the American West, 1993* (Unpublished report on file at the Golden Spike National Historic Site), 69.

[46] Ancestry.com. *1940 United States Federal Census* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2009. Images reproduced by FamilySearch. "Promontory Precinct, Box Elder County, Utah"; Johnson, *Promontory Station,* 70-71.

[47] Francaviglia, *Over the Range,* 218. The SP right-of-way map, dated 1916, and used as part of the ICC Valuation survey in that year, shows that obelisk in place at Promontory, the earliest known depiction of the monument.

[48] Ibid. 277-278.

[49] Ibid. 279.

[50] Carla Homstad, Janene Caywood, and Peggy Nelson, Cultural Landscape Report Golden Spike, National Historic Site, Box Elder County, Utah. *Cultural Resources Selections* No. 16, (Denver: Intermountain Region, National Park Service, 2000), 69.

[51] bid., 69-70.

[52] (Wikipedia.org/wiki/Jupiter_(locomotive)).

[53] Homstad et al., *Cultural Landscape Report,* 76.

[54] Polk and Anderson, *Central Pacific Railroad Operations.*

[55] Ayres, *Archaeological Survey of Golden Spike.*[56] Polk and Simmons Johnson, *Lampo Junction to Rozel;* Ralph B. Giles and Dawn A. Frost, *Golden Spike National Historic Site: Systemwide Archeological Inventory Program Fiscal Year 2000 Interim Report. National Park Service* (Tucson: Western Archaeological and Conservation Center, 2001); Heather M. Weymouth and Don Southworth, *Golden Spike National Historic Site Systemwide Archaeological Inventory Program Fiscal Year 2001 Interim Report. RMC Consultants, Inc., and the National Park Service* (Ogden: Sagebrush Consultants, *Cultural Resources Report* No. 1225, 2002); Heather M. Weymouth, Sandy Chynoweth Pagano, Andrew Williamson, and Angela L. Garrison, *Golden Spike National Historic Site Systemwide Archaeological Inventory Program Fiscal year 2003 Interim Report. RMC Consultants, Inc., and the National Park Service* (Ogden: Sagebrush Consultants, Cultural Resources Report No. 1303, 2006); Heather M. Weymouth, Sandy Chynoweth Pagano, and Angela L. Garrison, Archaeological Inventory of Golden Spike National Historic Site and Adjacent Bureau of Land Management Railroad Rights-of-Way Fiscal Year 2002 Interim Report. RMC Consultants, Inc. (Ogden: Sagebrush Consultants, *Cultural Resources Report* No. 1279, 2006).

[57] *Deseret Evening News,* "Freight train accident near Promontory," May 2, 1876, 2.

[58] *Ogden Semi-Weekly Journal,* "Two Barrels," November 11, 1874, 1.

[59] *Deseret News,* "Two Chinese men arrested in case of murdered woman," April 14, 1886, 3.

[60] *Ogden Herald,* "A C.P. Wreck," October 4, 1887, 1

[61] *Deseret News,*"Railway Casualties," April 11, 1888, 11.

[62] *Salt Lake Herald Republican,* "A Brakeman Killed on the C.P.", January 3, 1880, 3.

[63] *Deseret Evening News,* "Accidents," December 4, 1888, 3.

[64] *Ogden Daily Standard,* "An Old Resident of Willard," June 8, 1899, 3.

[65] *Salt Lake Tribune,* "Broke Both Rods," April 5, 1899, 8.

[66] *Ogden Daily Standard,* "Brakeman Injured," August 6, 1900, 4.

[67] *Ogden Daily Standard,* "Random References," July 15, 1902, 5.

[68] *Ogden Daily Standard,* "Brakeman Receives Injuries," August 8, 1902, 5.

[69] Box Elder News Journal, "Promontory Line Torn Up," September 26, 1907, 2.

[70] *Box Elder News Journal,* "Local and Personal," January 9, 1913, 8.

[71] *Box Elder News Journal,*"Local News," February 3,1916, 8.

[72] *Box Elder News Journal,* "Boy Injured at Promontory," June 20, 1922, 1.

[73] *Bear River Valley Leader,* "S.P. to Abandon Promontory Railroad Line," June 25, 1942, 1.

DATHOL

Established:	Formally Abandoned:	Milepost:
January 1, 1902	July 1, 1912	782 miles *from San Francisco*

Dathol is the first station with this name on the Promontory Route. Little is known about the short-lived location, but it predates the second station (1916 to 1946) with the same name located closer to Corinne.

Dathol lay close to Promontory but was established on a siding as a non-agency station in 1902, just before the Lucin Cutoff was completed. It became a Class A freight station in 1904 and remained such until its closing in 1912.[1] It is depicted on only two available employee timetables, in 1904 and 1906 where it shows as a siding with the capacity for 29 car lengths.[2]

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[1] Southern Pacific Company, *List of Officers, Agencies and Stations.* On file Sacramento: California State Railroad Museum Library, 1903-1909.

[2] Southern Pacific Company, [Salt Lake Division Employee's Timetable] (Ogden: Southern Pacific Company, 1904, 1906).

SURBON

Established:	Formally Abandoned:	Milepost:
March 1, 1888	August 20, 1932	786 miles *from San Francisco*

Surbon was a small, though long-lived station, just east of Promontory. It was originally established in 1888 as evidenced from a penciled in name on the March 1, 1888 SP *List of Officers, Agencies and Stations.*[1] In the 1890 book, it shows as a Class A freight station, a position it held throughout its service as a station. The 1890 SP Timetable shows the station as a regular stop.

After the Lucin Cutoff was completed in 1904, the station drops to a daily flag stop with a 2820 ft long siding (SP 1906).[2] Surbon's siding is shown in car lengths beginning in 1909 (49 car lengths). In 1920 and 1924 it is 48, and in 1929, 43.[3] In 1913 the station gains a station platform which remains until the station closes in 1932.[4]

In the Progressive Military Reconnaissance of lands undertaken in 1917 and 1918, the Division on Penrose Map included a brief description of Surbon.[5] The report stated that there was a 2489 ft long siding at Surbon with a capacity of 54 cars and a 320 ft long spur with a capacity of 4 cars. There were no loading facilities or stockyards at the station.

The Utah Public Service Commission allowed the SP to close the non-agency station Surbon on August 20, 1932.[6]

Surbon's one moment of reported newspaper glory occurred in 1898. According to a small story in the *Ogden Daily Standard* in 1898:

> *Yesterday morning the S. P. passenger train coming to Ogden encountered a switch at the siding at Surbon, five miles east of Promontory and the engine was derailed. The engine lay in such a manner that it blocked travel for several hours, but Foreman Martin Cullen and his crew finally fixed things up all right.*[7]

Archaeology

Surbon was recorded as an archaeological site by Sagebrush Consultants in 2002 (42BO930). Materials found on-the-ground suggest that this was probably an original Union Pacific construction camp. Numerous stone structures were found nearby in the rocky outcrops of the Promontory Mountains.[8]

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[1] Southern Pacific Company, *List of Officers, Agencies and Stations.* On file Sacramento: California State Railroad Museum Library, 1888.

[2] Southern Pacific Company, [Salt Lake Division Employee's Timetable] (Ogden: Southern Pacific Company, 1906).

[3] Southern Pacific Company [Salt Lake Division Employee's Timetable], (Ogden: Southern Pacific Company, 1909, 1920, 1924, 1929)

[4] Southern Pacific Company, *List of Officers, Agencies and Stations,* 1913-1930.

[5] Councils of Defense, *Councils of Defense, Reconnaissance Report for the Military Information Division on Penrose, Utah. Military Survey Reports from the Councils of Defense Series 10336* (Salt Lake City: Utah State Archives and Records Administration), 6.

[6] Don Strack, "Surbon, 1932", (Online resource https://utahrails.net/sp/sp-promontory-stations.php) (Accessed 10-22-20).

[7] *Ogden Daily Standard,* "Derailment at Surbon Station," December 12, 1898, 5.

[8] Michael R. Polk and Wendy Simmons Johnson, *From Lampo Junction to Rozel: The Archaeological History of the Transcontinental Railroad Across the Promontory Mountains. GOSP Synthesis Report, Golden Spike National Historic Site, National Park Service* (Ogden: Sagebrush Consultants, 2012), 122. https://dl.mospace.umsystem.edu/umsl/islandora/object/umsl%3A288236#page/52/mode/2up (accessed 2-21 21).

LAMPO (KOLMAR)

Established:
Blue Creek Section Station **June 1, 1887**
Kolmar **March 1, 1888**
Lampo **January 1, 1912**

Formally Abandoned:
1942

Milepost:
789 miles
from San Francisco

As the race between the UP and CP heated up to see how much line each could lay for both government bonds and land, speculation was rampant over where the junction would be. In January 1869 Blue Creek Valley, just east of the Promontory Mountains, was active with railroad activity and a townsite had been platted and lots sold in a place called Junction City.[1] Tents had sprung up by February, attracting even more people. Junction City, later Blue Creek Section House, then Kolmar and, finally, Lampo, was only two miles from where a stage line existed serving a work camp known as Dead Fall.[2] Deadfall was almost certainly the later named location of Blue Creek Station. By April, even more people had entered the valley and a correspondent named "Saxey" described the scene at Junction City in a *Deseret News* article on April 7, 1869:

> *Junction City, twenty-one miles west of Corinne is the largest and most lively of any of the new towns in this vicinity. Built in the valley near where the lines commence the ascent of the Promontory, it is nearly surrounded by grading camps, Benson, Farr and West's head quarters a mile or two south west. [after discussion of work on Promontory Summit he continues] The C.P. have 20,000 Chinamen and the U.P. an everlasting avalanche of Irishmen...Several dance houses are now in full blast...I will venture the assertion that there is not less than three hundred whisky shops between here and Brigham city....*[3]

As construction was completed and this portion of the railroad reverted to CP ownership, there is no indication of significant activity at this point on the line until 1887 when Blue Creek Section House was created, three miles from Blue Creek Station.[4] As a rule, stations were not generally so close to one another. However, Blue Creek Section Station was likely established because Blue Creek Station was a largely specialized stop for both servicing and providing helper engines for the daunting grade to Promontory, leaving Blue Creek Section Station to provide regular maintenance of track and infrastructure along this portion of the railroad. The station did not last long under this name as it was changed to Kolmar (Colmar) in 1888, apparently being named for a railroad official named "Colmar".[5] This moniker lasted until 1912 when the station was renamed "Lampo" for what or whom no one is quite sure. It remained Lampo until abandoned in 1942.

Water was brought to Kolmar by gravity pipeline from the same springs that served Blue Creek. This aqueduct emanated from seven springs in mountains located three miles east of Kolmar. The original pipeline was undoubtedly redwood bored pipe like that used at Lucin, Kelton, Rozel and Terrace. While the wooden pipe was probably replaced with iron pipe in 1873 along with pipes at the other above-mentioned stations (as described in the Terrace chapter), this pipeline was replaced once again in 1884 with welded iron pipe.[6]

There were no services shown for the station in 1887, but by 1888, Kolmar included stock yards. In 1890 Kolmar is a Class A Freight Station with stock yard, a capability which increases to that of 22 carloads by 1896 and continues to remain so until it is finally abandoned.[7] Kolmar had a 3120 ft long siding in 1909. In 1913 the siding was designated as 50 car lengths. By 1934 this had dropped to 34 car lengths, but by the last year of existence, the size was back to 42 car lengths, suggesting changes over time in the needs for the

station and needs of rail elsewhere on the system. It is also interesting that the station seems to have had a telephone from at least 1914 until 1941.[8]

Lampo's importance as a grain shipping station increased during the early 20th Century. In 1913, shortly after the station's name change to Lampo, an announcement was made by the SP General Superintendent, J. M. Davis, regarding better transportation facilities for the Blue Creek and Curlew valleys. He announced creation of a new freight and ticket agency at Lampo, but "[f]or the present, we will place some box car bodies to serve for station facilities".[9] The agency opened on September 1, 1915, followed by a telegraph station on October 6. Not long after, however, on May 11, 1916, the agency office closed followed by closing of the Telegraph Office on May 15.[10]

During the 1916 Valuation Survey by the ICC, three structures were identified at Lampo. (Figure 74) A freight shed made from a six-year-old railroad car body (9 x 35 ft), a two-room agent's house made from a six-year-old bunk car body (9 x 41 ft), and a 20-year-old tool house (7 x 12 ft). The map that accompanied the survey document has an enlarged inset map of Lampo Station providing a plan view of the structures.[11] As late as 1927, there was a small, privately owned, grain elevator at Lampo along with a section house.[12]

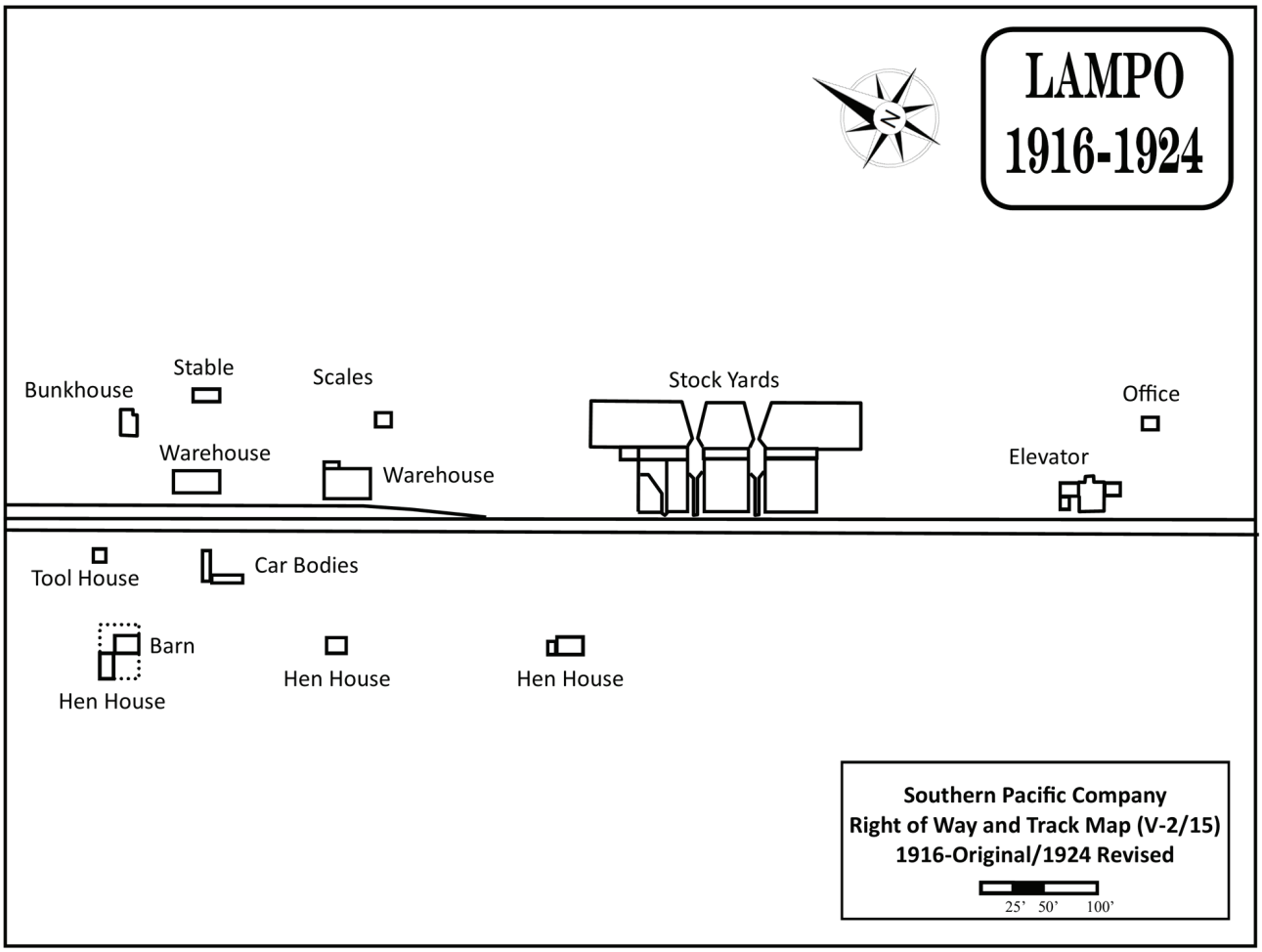

Figure 74: Lampo Section Plan, re-drawn from the Southern Pacific Company's Right of Way and Track Map, 1916/1924.

In the Progressive Military Reconnaissance of lands undertaken in 1917 and 1918, the Division on Penrose Map included a brief description of Lampo.[13] According to the report there was a 2518 ft long siding at Lampo with a capacity of 55 cars and a 602 ft long spur with a capacity of 11 cars. There were no loading facilities, but a stockyard present at Lampo had a capacity to hold 32 cars of livestock, far more than mentioned by the SP in the 1918 *List of Officers, Agencies and Stations.*[14]

The complement of structures reveals a self-sufficient station which may reflect the optimism shared by the SP General Superintendent when the SP upgraded the station in 1913. Certainly, the increasingly important grain commodity collected for transport at Lampo seems to have justified railroad support. The map also reveals a three-inch water pipeline feeding both Blue Creek and Lampo from springs off the map to the east.

Lampo was always an important station on the line for maintenance needs, livestock shipping, and, in later years, wheat exports. It was also a critical station for resting stock carried on trains as shown by the existence of stockyards at Kolmar, later known as Lampo. (Figure 75) The significance of this station only increased through time as dry farming of wheat became an

Figure 75: View of Lampo Station, ca. 1910s. *Utah State Historical Society.*

increasingly important part of the local economy. Beginning in the early 1900s, Lampo, Promontory and Kosmo became seasonal focal points along the line where local farmers brought their wheat to send to grain markets along the Wasatch Front, particularly Ogden. Over time, companies like the Sperry Flour Company, Globe Grain & Milling Company, Interocean Elevator Company of Salt Lake City and the Bowen-Romer Flour Mills Company of Layton all purchased wheat from farms in the Lampo area.[15] In the middle 1920s there was a small elevator for loading grain onto rail cars for receiving and shipping of wheat. The Ogden Standard Examiner claimed that "In 1926, 200 carloads of wheat started from Lampo for the world markets. This year [1927], even a larger number will be started. That means that 300,000 bushels of wheat were shipped- and this year the shipments are expected to be heavier."[16]

Changes occurred over time in the demography of this and other stations. In the early 1890s a Chinese crew was stationed at Kolmar with an Irish section boss.[17] By the early 1900s, the demographics changed dramatically. In the 1900 Rawlins Precinct Census count, Kolmar is shown with a 32-year-old foreman from Iowa and a crew consisting of eight Italians, and four other crew from Ireland, Kansas, Georgia and, probably Louisiana.[18] The eight Italians range in age from 23 to 40 with an average age of 32. The others are ages 39, 24, 29 and 29. A 1901 article about a murder at the station reveals some details about Kolmar and its residents. This story also confirms that neither Blue Creek nor Kolmar had telegraph offices as the Sheriff and Deputy had to walk eight miles to Promontory to send a telegram:

> *Last Saturday night … [the Box Elder County Sheriff and Deputy] drove to Corinne and caught a freight train, reaching the scene of the tragedy about 4 o'clock Sunday morning. Kolmer is a little siding about two miles west of Blue Creek station and eight miles this side of Promontory. The section foreman and his family and a number of Italians, comprising the section crew, live there.*

It appears that early in the afternoon two cousins, Joe and Jim Di Floris, got to quarreling while unloading a car of ties, and Jim struck the other with his fist. Joe ran to the section-house and got a shotgun and, chasing his cousin around the house until he got close to him, fired a load of shot into his stomach, tearing a terrible hole in him. The foreman and others soon took the gun away from the desperado, and the enraged Italians gave him a severe beating. No effort was made, however, to hold him and he soon skipped out. The wounded man was taken to Ogden by a passing train and died in the hospital there the next morning.

When the officers arrived at Kolmer the murderer had got about fourteen hours the start of them. They had to walk eight miles to Promontory, through deep snow and a heavy storm. Telegrams were sent to all stations along the road and every effort made to apprehend the murderer, but so far without success.[19]

Joe, 34 and Jim, 25, both show up on the census. Joe shows as head of the Italian group of workers. Joe came to the US in 1894 and his cousin Jim in 1888.

Archaeology

Today, Lampo/Kolmar is an archaeological site on the way to Golden Spike National Historical Park, and on lands administered by the Bureau of Land Management. It was recorded as site 42BO1148, by Sagebrush Consultants in 2002 as part of an inventory project for the National Park Service and Bureau of Land Management.[20] Much of what had been depicted on the ICC Valuation map was found and recorded by the archaeologists. The site measured 1750 ft by 300 ft in size consisting of five foundations, a displaced structure, debris, and a railroad siding. Archaeologists identified the bunkhouse, warehouse, and scale house foundations during their survey. In addition, the remains of two grain elevators were found. However, no physical evidence could be found of the stable or office structures and the stock yard was not specifically identified other than as an open area.[21] (Figure 76)

Figure 76: Concrete structure at Lampo Station, unknown function, facing southwest. *Photo by Chris Merritt, 2018.*

Kolmar and Lampo in Newspapers:

Just as at its beginning, Kolmar and then Lampo made the newspapers a number of times.

A wreck at Kolmar was reported in 1895:

Southern Pacific locomotives 1857 and 1654 were brought in from the scene of a wreck at Kolmar where the train was ditched Thursday. The engines will require about $300 worth of repairs.[22]

An interesting note on shipping rates of the 1890s was found in the Ogden Standard Daily indicating that Southern Pacific was changing its rate structure for moving cattle, horses and mules from Kolmar to the Midwest. To Chicago it would cost $175.00 and for horses and mules $185.00, per carload.[23]

Finally, in the early part of the 20th Century many communities saw rabbit drives to try to reduce the overpopulation of the animals plaguing the agriculture of the area. This drive occurred in 1905:

It was a tired lot of hunters who, under the leadership of Al Brewer, arrived in the city [Ogden] from the chase early last evening, but they brought with them as evidence of their prowess, the bodies of 673 rabbits, to say nothing of the prairie hens, and other game that fell beneath their guns.

The party which consisted of about 40 people left here early yesterday morning on the alkali Limited, as it is called, and were taken to Kolmar, where

their car was sidetracked, and the hunters prepared for the day's sport....

The ears of the rabbits, on which there a bounty of 3 cents a pair, were given to Mr. Nelson as compensation for his day's work, while the bodies of the rabbits were brought to this city and presented to the Salvation Army.

Sheriff Bailey, who was in the party, says that at least a 1,000 rabbits must have been killed…but that the party killed the animals so fast that it was impossible for those following with the wagons to get all that were killed.[24]

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[1] Robert L. Spude, *Promontory Summit, May 10, 1869* (Denver: Intermountain Region, National Park Service, 2005), 10.

[2] Ibid. 11.

[3] *Deseret News,* "Correspondent information about construction camp," April 7, 1869.

[4] Lynn D. Farrar, Listing of Overland Route Stations and Mileage: Central Pacific Railroad Southern Pacific Railroad, 1866-1996. http://www.cprr.org/Museum/CP_MP0_OVERLAND_ROUTE.html) (Accessed 10-22-20).

[5] John W. Van Cott, *Utah Place Names* (Salt Lake City: University of Utah Press, 1990), 22.

[6] Southern Pacific Company, *Right of Way and Track Map (V-2, 27), [inset map showing detail of Lampo Station] Part of Promontory Branch from Lucin to Beginning of Leased Line West of Cecil Junction. Central Pacific Railway Company, Salt Lake Division, Box Elder County, Utah from Station 2890.00 to Station 2720.00. June 30. San Francisco* (College Parks: National Archives and Records Administration, 1916).

[7] Southern Pacific Company, *List of Officers, Agencies and Stations.* On file Sacramento: California State Railroad Museum Library, 1887-1942.

[8] *Ogden Daily Standard,* "New Telephone Line," March 17, 1914 p. 9; Southern Pacific Company, *List of Officers, Agencies and Stations,* 1890-1941.

[9] *Logan Republican,* "New Station for Lampo," May 6, 1913 p. 1.

[10] Southern Pacific Company, Change of Station List, n.d. On file Sacramento: California State Railroad Museum Library.

[11] Interstate Commerce Commission, *Bureau of Valuation, Engineering Field Notes of ICC Parties Surveying the Physical Property of Railroads, 1914-29. [Notes concerning Lampo Station on the Southern Pacific, Promontory Branch Line]. Record Group 134: Records of the Interstate Commerce Commission, Bureau of Valuation. Central Pacific Railroad, Box 5820* (College Park: National Archive and Records Administration, 1916): Southern Pacific Company, *Right of Way and Track Map (V-2, 27), [inset map showing detail of Lampo Station] Part of Promontory Branch from Lucin to Beginning of Leased Line West of Cecil Junction. Central Pacific Railway Company, Salt Lake Division, Box Elder County, Utah from Station 2890.00 to Station 2720.00. June 30. San Francisco* (College Park: National Archives and Records Administration, 1916).

[12] *Ogden Standard Examiner,* "Who Knows Lampo, Utah? Read This," July 6, 1927, 1.

[13] Councils of Defense, *Councils of Defense, Reconnaissance Report for the Military Information Division on Penrose, Utah. Military Survey Reports from the Councils of Defense Series 10336* (Salt Lake City: Utah State Archives and Records Administration), 6.

[14] Southern Pacific Company, *List of Officers, Agencies and Stations,* 1918.

[15] Interstate Commerce Commission, *Central Pacific Railway Company Et Al. Abandonment Proceedings. May 2 and 3, 1942 Salt Lake City,* (Washington D.C.: Interstate Commerce Commission, 1942, 155, 188-189.

[16] *Ogden Standard Examiner,* "Who Knows Lampo, Utah? Read This," July 6, 1927, 1.

[17] Don C. Conley, The Pioneer Chinese of Utah. (Provo: Thesis in Department of Asian Studies, Brigham Young University, 1976), 43. https://scholarsarchive.byu.edu/cgi/viewcontent.cgi?article=5615&context=etd (accessed 12-7-20).

[18] Ancestry.com. *1900 United States Federal Census* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2009. Images reproduced by FamilySearch. "Rawlins Precinct, Box Elder County, Utah".

[19] *Salt Lake Tribune,* "The Stabbing at Kolmar," February 23, 1901, 7.

[20] Heather M. Weymouth, Sandy Chynoweth Pagano, and Angela L. Garrison, Archaeological Inventory of Golden Spike National Historic Site and Adjacent Bureau of Land Management Railroad Rights-of-Way Fiscal Year 2002 Interim Report. *RMC Consultants, Inc.* (Ogden: Sagebrush Consultants, *Cultural Resource Report No. 1279*); Michael R. Polk and Wendy Simmons Johnson, *From Lampo Junction to Rozel: The Archaeological History of the Transcontinental Railroad Across the Promontory Mountains.GOSP Synthesis Report, Golden Spike National Historic Site, National Park Service* (Ogden: Sagebrush Consultants, 2012), 122-123. https://dl.mospace.umsystem.edu/umsl/islandora/object/umsl%3A288236#page/52/mode/2up (Accessed 12-7-20).

[21] Ibid. 122.

[22] *Ogden Daily Standard,* "Railroad News," March 16, 1895, 1.

[23] *Ogden Daily Standard,* "A New Move by the Southern Pacific," January 16, 1892, 1.

[24] *Ogden Daily Standard,* "Forty Slay Nearly Seven Hundred Rabbits," December 15, 1905, 5.

BLUE CREEK

UP Tracks Reached here: **April 21, 1869**	**UP Station Established here:** **April 1869**	**UP Milepost:** **1077 miles** *from Omaha*
CP Station Established here: **December 1, 1869**	**Formally Abandoned:** **July 30, 1942**	**CP Milepost:** **792 miles** *from San Francisco*

Blue Creek was a major agency station along the Central Pacific mainline beginning in 1869. Its essential position on the railroad line lasted until the construction of the Lucin Cutoff across the Great Salt Lake in 1904. Established by the Union Pacific on its march to the west in April 1869, Blue Creek Station ownership was transferred to the CP in December of that year and it retained the name and function of the facility.

Early in its existence the *Pacific Tourist* in 1878 described Blue Creek as "…a telegraph station with a side track and turn-table. If we have a heavy train a helper engine is here awaiting our arrival, and will assist us up the hill to Promontory".[1] Crofutt's *New Overland Tourist* also described one aspect of the station's history, as "[d]uring the construction of the road, this was one of the hardest "Camps" along the whole line."[2]

Blue Creek was a vital piece of CP's operational strategy on the Promontory portion of its mainline. The east side of the Promontory Mountains which the CP line climbed just west of Blue Creek was an 80-foot grade, which is 80 feet elevation gain per mile.[3] Geographically, Blue Creek was five miles from Promontory Summit, but to reach the summit with the limitations imposed by both physics and available railroad technology, it was necessary to build a circuitous route over 10 miles distance. While a single locomotive would be able to pull a string of perhaps 30 railroad cars on relatively level ground, climbing such a steep grade required assistance. Blue Creek was a "helper station", meaning a railroad stop where locomotives would be stationed to assist trains moving westward to climb the difficult grade to Promontory Summit.

Infrastructure and Censuses

The 1870 Census provides some insight into the station at an early date. The census of Blue Creek Station encompassed a larger area than the station itself, though the vast majority of those counted were railroad workers. A total of 89 people were included, with 26 farmers and their families, plus an engine builder. The remaining 63 were associated with railroad operations. Foremen included two Irish men, age 26 and 28, one with a wife, and a 32-year-old foreman from Pennsylvania.[4] There were also 59 Chinese railroad workers ranging in age from 15 to 56, with an average age of 23. Like Corinne and Willard in 1870, a large group of Chinese laborers were based at Blue Creek, to work on the reconstruction of the railroad alignment recently acquired from the UP, between Ogden and Promontory.[5] Blue Creek's crew was substantially larger than those at Corinne and Willard, because Blue Creek's work would have included the tougher labor requirements associated with upgrades on the steep eastern grade of the Promontory Mountains.

Water, an important resource for a railroad, was piped by gravity to Blue Creek and later, to Kolmar, from seven springs in mountains located four miles east of Blue Creek. The original pipeline was undoubtedly redwood bored pipe like that used at Kelton and Terrace. After being replaced, probably in 1873, with iron pipe (see discussion of this in Terrace chapter), it was replaced once again in 1884 with welded iron pipe.[6] (Figure 77)

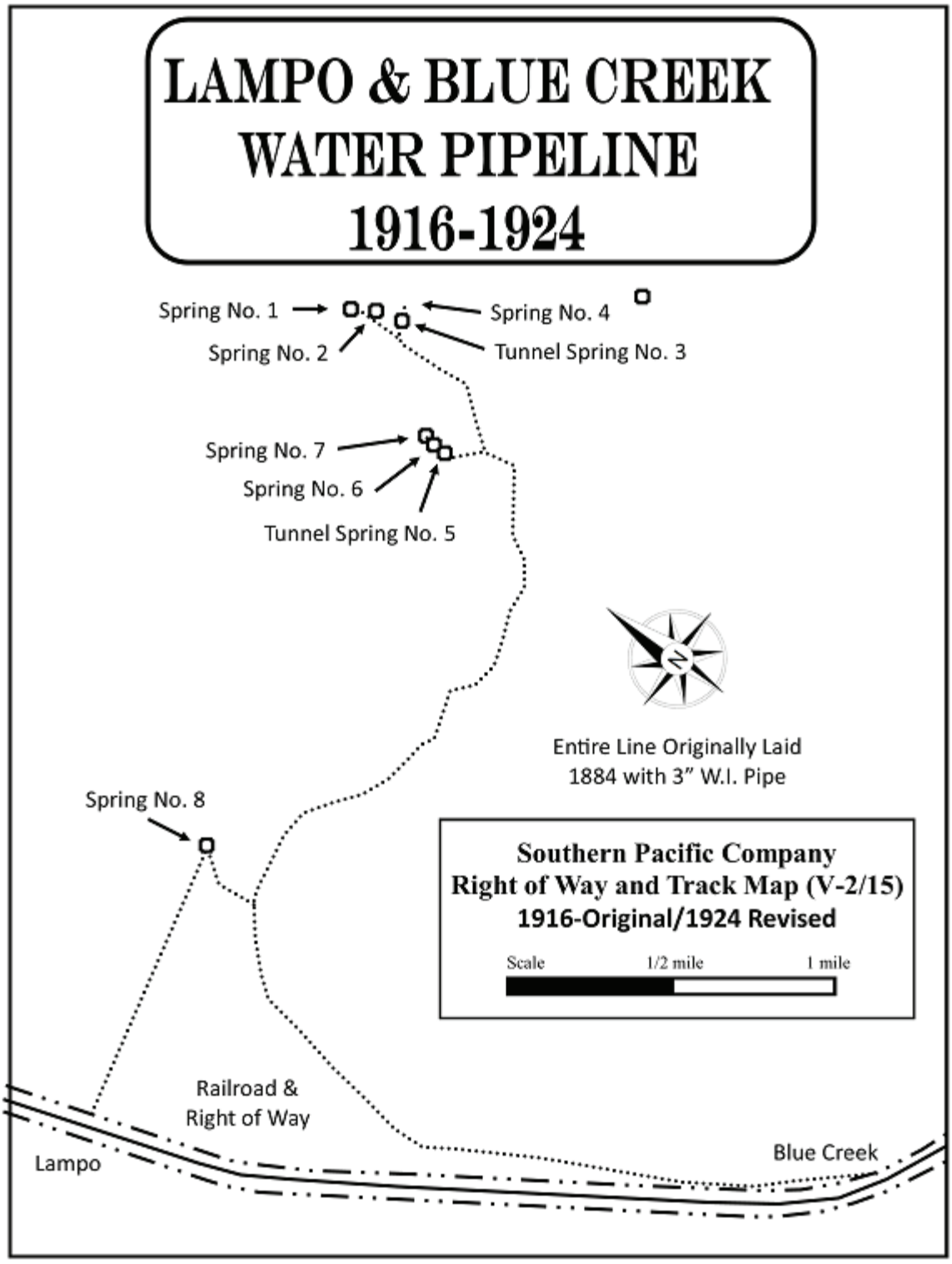

Figure 77: Plan of water pipelines feeding the stations of Lampo and Blue Creek ca. 1916-1924, re-drawn from the Southern Pacific Company's Right of Way and Track Map.

A 50,000-gallon water tank was constructed at Blue Creek in 1881. This was said to be a frost-proof water tank, apparently a new standard on the CP and possibly reflected by the unique redwood lumber clad tank which seemed to be common on the railroad.[7] Other construction taking place soon after founding of Blue Creek Station included erection of a new foreman's house (Figure 78), laying of two extensive side tracks and an engine-house of one stall to house the helper engine which was stationed at Blue Creek to assist trains up the East Promontory grade.[8] It is also known that construction of the telegraph office at Blue Creek was completed on August 29, 1881.[9]

1880, 1881, and 1885 Drawings

Three known sets of maps dated five years apart, were created by the CP for Blue Creek. The first two, dating to 1880 and, presumably, 1881, are part of a collection called "Station Plans". In the 1880 drawings, a plan view of the station and buildings, sketch plan views of buildings and elevation plans are depicted. In the original drawing from which Figure 78 was re-drawn the title "Blue Creek Station" is written "Abandoned". It shows a short spur track leading to a turntable and several buildings detailed below:

Building	Size
Water Tank	26.8' square
Telegraph Office	16' x 24' with 10' x 13' rear addition
Section House	16' x 30' with addition
Hand Car Houses (2)	
China Bunk House	14' x 22'
China Cook House	12' x 14'

Table 21: Railroad Buildings at Blue Creek in 1880.[10]

Handwritten in red on this same 1880 map the spur to the turntable states "Taken up 1881". On the water tank plan view is stated "Torn Down 1881" and on the section house "Burnt & Renewal [or Reassessment] Plan 7". Also, handwritten on the two siding tracks present, on either side of the mainline is "Sideing Taken Up 1881".

On a second "Blue Creek" drawing in the same book as Figure 78, it has a sketch plan that is similar but different than described. There are no measurements for the buildings on this drawing. A slightly different track configuration is shown with two siding tracks to the west of the mainline and both the Telegraph Office and a square water tank immediately next to the mainline instead of on a siding. Also, on the spur to the turntable, there is an elongated, single stall engine house depicted some distance beyond the turntable. While there is no date assigned to this drawing, it is presumed to be the successor to the first 1880 drawings and is probably dated 1881.

Yet another map exists of early Blue Creek Station dating to April 8, 1885.[11] Interestingly, this plan view looks very much like the one on the 1880 map with the same track configuration, the water tank, section house, telegraph office and two hand car houses. However, there is no engine house, no China Bunk House or China Cook House, and the section house is the same size as the 1880 version, but without an addition. Also, the telegraph office shown in 1880 is now called a bunk house and the rear addition is gone. Handwritten next to this building is the following: "This building to be moved back". The original water tank may or may not have been torn down as mentioned in the ca. 1880 drawings, but if it so, it must have been rebuilt since the ICC valuation report in 1917 recorded the existing water tank as 36 years old at that point in time which would place its construction in 1881. This water tank was built as Style 1, similar to one found at both Terrace and Ogden. The interior tank would have been built using stave wood technology.[12] (Figure 79)

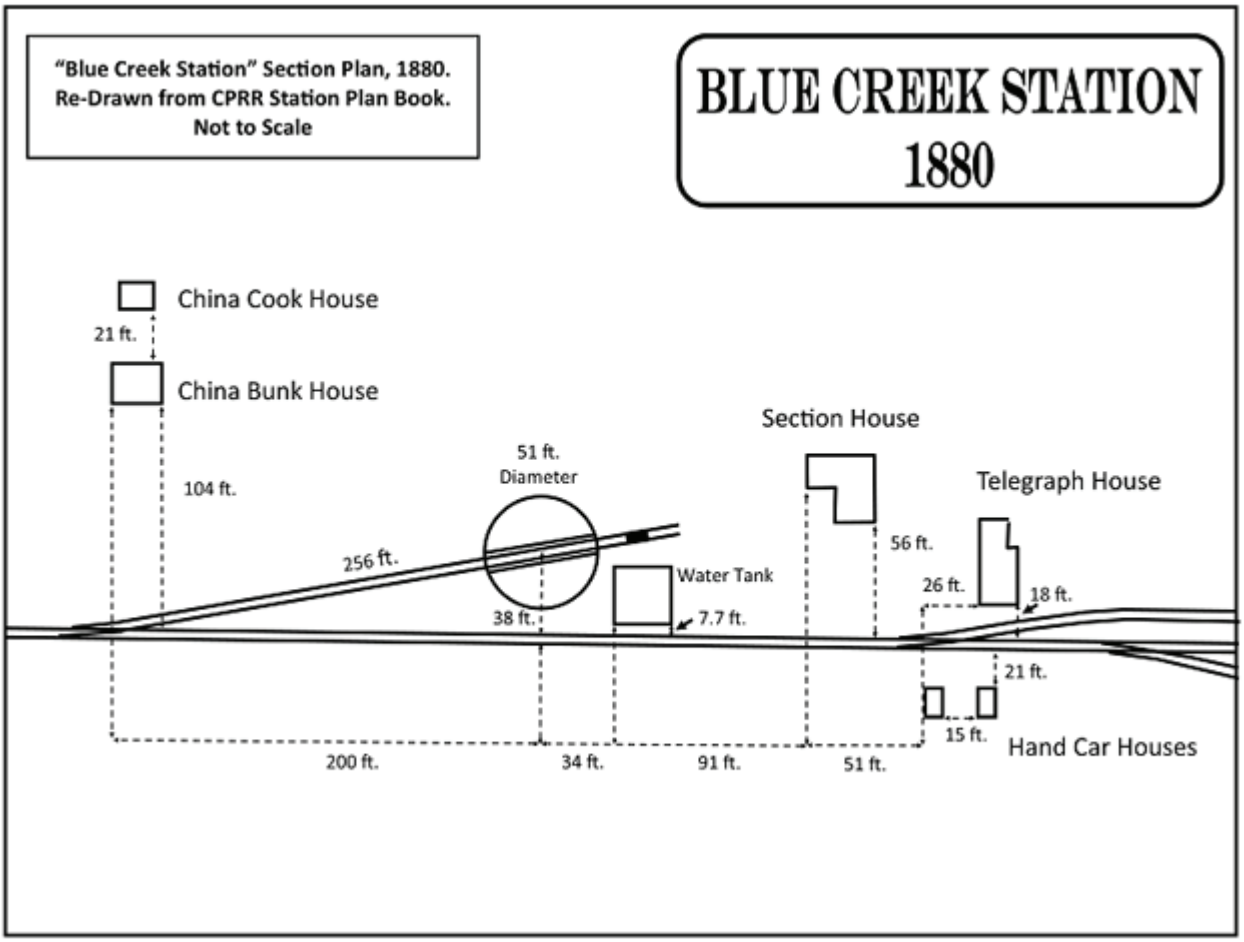

Figure 78: Blue Creek Station, ca. 1880, re-drawn from CPRR Station Plan Book, 1880.

Figure 79: Blue Creek station, showing water tank, ca. 1910s.
Courtesy of the Utah State Historical Society.

The best interpretation of the maps at this point is that some of the changes proposed on the 1880 drawing may not have been carried out. The Commissioner of Railroads in 1881 indicated that a water tank had just been constructed at Blue Creek and the 1885 map clearly shows the configuration nearly the same as 1880 with the exception that the section house and telegraph office (or bunkhouse as noted in the 1885 map) have had additions removed. It is unlikely that a telegraph office was removed from this station. W.A. Clay, an informant for Don Conley's thesis research, reported that his father was the telegraph operator at the station from 1884 to 1893.[13] Infrastructure changes were frequent on railroads and with fragmentary documentation, it is often difficult to establish certainty in such matters.

Blue Creek had a telegraph station at least by 1880, with an operator.[14] This allowed communication with other stations, including Ogden and Promontory, to coordinate train movements. It is almost certain that the 1880 Census for Promontory Precinct includes Blue Creek Station where it shows a 22-year-old Telegraph Operator, a section foreman and four Chinese men who "work on track". The 29-year-old foreman is from Ireland and the four Chinese range in age from 20 to 40, averaging 30. They are listed on the first page of the Promontory Precinct Census.[15]

In 1889 a new turntable was installed at Blue Creek[16] and in 1890 the station's telegraph station is shown as a "Day and Night Telegraph Station".[17] Blue Creek shows as a Class A freight station with a platform in 1890 and it continues this status through the abandonment of the line in 1942.[18] Starting in 1896, Station Lists began to include turntable locations. The turntable was essential to operations to allow steam locomotives to be turned around.[19] Blue Creek was listed on SP's first turntable list and remained such until around the time the Lucin Cutoff was constructed. However, it is known that Blue Creek had a turntable long before 1896. A wye was installed at Blue Creek just after 1900.

The Pacific Tourist referred to it as early as 1878.[20] The single stall engine house which was constructed at Blue Creek in 1882 was, apparently, only used for eight years. It was moved to Kelton in 1890.[21] Blue Creek even had a Post Office for a period, beginning January 20, 1915, but closing on August 31, 1942.[22]

In 1900, Blue Creek Station was still an important station with the most prominent duties of its residents that of assisting transcontinental locomotives up the grade to Promontory. Extracting the likely Blue Creek station from the very end of the Promontory Precinct for 1900 as the enumerator is moving east during his count, shows only a single railroad employee, a Telegraph Operator.[23] Such a position would be essential for coordinating train movements on the East Promontories when the Promontory Route was still part of the transcontinental system, but it is curious that there are no other personnel shown.

During its life on the mainline of the CP, Blue Creek was a station stop for every scheduled train, passenger, and freight. For instance, in 1890, SP Timetable No. 17 shows two regular freight trains, and three passenger trains each way, all of which stop at Blue Creek.[24] It also had a siding length of 7762 ft in 1909. A change to railroad car lengths began by 1915 when it was shown to hold 94 cars.[25] The capacity of the siding at Blue Creek dropped to 43 by 1940 as traffic drastically dwindled on the route.[26]

Interestingly, only a few years after the SP employee timetable of 1915, in the Progressive Military Reconnaissance of lands in the Penrose Quadrangle, a brief description of Blue Creek indicated that there were two sidings equaling 2518 ft in length with a capacity of 124 cars and a wye, 206 ft long. It also indicated that there were no loading facilities, but there was a water tank of 50,000 gallons capacity fed from a gravity pipeline (see Connor Station footnote).[27] This was described by the 1917 ICC surveyors. Further, Richard Francaviglia suggests that the CP used this UP tank when taking over the line in late 1869 and later rebuilt it.[28]

Blue Creek was an important water station for locomotives, and even in the *Golden Spike Oral Histories Project,* carried out in 1974, the large water tank was always mentioned when Blue Creek came up. Evan Murray, a former teacher, born in 1901, who rode the train many times out to Kelton, remembered "…a very substantial water tank at Blue Creek, painted red".[29] Early in its history, from the 1860s into the mid-1870s, one of the main colors for buildings in the CP system was what was called "metallic", sometimes known as box car red or barn red.[30] Beginning in the early 1910s the color began to change to a Colonial Yellow with depots sporting dark brown trim and medium green dipped shingles. The metallic color of the tank noted by Mr. Murray was probably a holdover from CP days. Several photographs exist of this wood frame structure. In 1917, the ICC Valuation Survey indicated that it was 36 years old and described it as a "Housed in Tank". The tank inside the structure measured 24 ft in diameter by 16 ft high. The frame housing measured 27 by 27 ft in diameter by 28 ft high.[31]

After the Lucin cutoff moved freight and passenger travel away from the Promontory Branch, Blue Creek Station faded. By 1905 the telegraph station was gone, and the wye was gone by 1927. The station formally closed on July 30, 1942.[32]

Archaeology

As part of the 2002 survey project carried out at GOSP, additional survey was undertaken for nearby portions of the Promontory Route on Bureau of Land Management lands. A site identified as Blue Creek Springs was recorded as site 42BO1149, by Sagebrush Consultants in 2002 as part of that inventory.[33] The site was quite large and appears to include features and artifacts associated with a construction camp as well as the later section station. This site is likely at least part of Blue Creek Station. Another site recorded as 42BO542 by Centennial Archaeology in 1987 may also be a part of the station site. The sites lie along the railroad in the general location of Blue Creek Station, but the descriptions and photographs of archaeological features and artifacts at the site make it difficult to verify that presumption. Heavy disturbance from highway construction and from construction of a pipeline compressor station have compromised both sites integrity and make it difficult to establish its original configuration.

A Rough Place

Early in its history, Blue Creek also had a somewhat colorful reputation. As the Union Pacific worked its way toward Promontory, Blue Creek became one of the infamous "Hell-on-Wheels" camps. In fact, it is possible that Blue Creek is the infamous "Deadfall" town, but that has yet to be verified. In his book Ryan Dearinger briefly mentions Blue Creek as one of those places:

> *When immigrant tracklaying gangs occupied former Mormon construction camps such as Echo City, Uintah, Wasatch, and Kelton, Mormon leaders and local editors characterized these landscapes as "the most wretched communities in the world" and "nests of everything vile and abominable." Others, such as Corinne and Blue Creek, were "the toughest place[s] on the continent…morally nearest to the infernal regions of any town on the road."*[34]

E. L. Sabin, in his *Building of the Pacific Railway,* describes Blue Creek in 1869:

> *…the panting graders and track-layers had found the camp of Blue Creek. They were making short spurts now. Blue Creek was only eighteen miles onward from Corinne, and a welcome breathing spot. Life in Blue Creek was not so gay as in Corinne, but more rapid. Twenty-eight killings occurred in thirty days. Nevertheless, the amenities of polite society were rigorously observed. A man who appropriated an undue amount of gravy paid the ultimate reckoning at once, levied by the gun of another diner…*[35]

Chinese Workers

Though there is little general history of the station, Don Conley prepared a thesis in English at Brigham Young University in 1976 which included considerable information from an oral history in which he interviewed Wallace A. Clay whose father was telegraph operator and CP Agent at Blue Creek Station from 1884 to 1893. W. A. Clay spent much time with the Chinese railroad workers there from 1889 to 1892 of which he described to Conley in some detail.[36] One of Clay's recollections described an opium den that he was escorted into was "…under an old tie and dirt shack used as a bunk house."[37]

Another event observed by Clay provided a sense of typical roadbed work along the CP:

In the summer of 1891 at old Blue Creek Station, and I was just seven years old, the Central Pacific Company was graveling the roadbed from Corinne to Promontory (from Balfour to Kolmar of the total distance) and they had about one hundred Chinese coolies that was spreading this gravel and tapping the ties and raising the track bed a little and like that, ya see as these gravel trains was coming in and spreading this gravel, then the Chinese would put the track a little higher on this gravel…

I got to know many of them by their first names, one or two of which now comes to mind as Wong Foo and Chinaboy Ken Tse. All these Chinamen were "Coolies who had been shipped to America to work hard for the "Central Pacific" as railroad section hands for just a few years out of their lives and they had crossed the Pacific ocean with the fond hope of saving up a few hundred American dollars…[so they could]… return to China as "Money Lords" instead of living out their lives as just plain coolies."[38]

Train Wrecks, Robberies, and a Burning Mail Car

After the railroad was completed, many incidents occurred at Blue Creek, and here are a sample. In 1887, serious injuries occurred to a Mr. Albert Brown:

At about 10:00 o'clock on Monday night Mr. Albert Brown, son of Officer James Brown, 23 years of age, met with a serious accident on the C.P. at Blue Creek. At that place an engine is kept for the purpose of helping trains up Promontory hill. While Mr. Brown was standing on the pilot of his engine holding up the draw-bar ready to connect his train with the helper, his engine moved back a little and threw him off his balance. He dropped the draw-bar, and the helper, which was backing up a little too fast, came right down on the pilot, crushing Mr. Brown's left hand so badly that yesterday it was amputated at the wrist. An iron bolt also pierced his leg two or three inches. It is a great wonder that his whole body was not crushed between the two engines, as the tender of the helper slid up on the pilot of the other engine and was lifted from its wheels.[39]

In 1898, according to the *Ogden Daily Standard: Wednesday evening A.W. Canfield, of Terrace, known to the railroad men as "Burt," a fireman on the Central Pacific running out of Terrace, received fatal injuries by being run over by his engine and died yesterday forenoon at the Union Pacific hospital in this city. …The engine passed over his right leg and arm, crushing them to a jelly, and bruising his head slightly. He was brought into Ogden on yesterday morning's train and taken to the hospital, where he died almost as soon as his injuries were dressed…*[40]

In 1885 the *Ogden Herald* reported a robbery at Blue Creek Station:

Six men…were examined before U.S. Commissioner D. W. Felshaw on the charge of felony, committed by breaking into a Central Pacific car at Blue Creek station in Box Elder County, and stealing therefrom several articles, consisting of cigars, boots and shoes and other merchandise…[41]

An article in the *Deseret Evening News* on February 28, 1890 described how fire also caused havoc on the railroad:

> *The Central Pacific keeps its trains going pretty well, considering the state of the weather, but none of them are able to make schedule time. On this line yesterday a storage mail car was destroyed by fire. The westbound train left Ogden at 9 o-clock, eight hours late. When it reached Blue Creek, forty-one miles west, the car attached to the rear end of the mail work-car was found to be in a blaze. The water tank was near by, and a quick run was made to reach it, the balance of the rear end of the train having been cut off and left at a safe distance from the burning car. An effort was made to extinguish the fire, but it had got too much headway, and could not be saved. It was then found necessary to run it away from the water tank, as the woodwork of that useful establishment was being badly scorched. The car and its contents were entirely destroyed, nothing remaining but the wheels and the irons. After the fire had completed its work the debris was removed and the two sections of the train coupled together and the trip westward was resumed. Inquiry at the Central Pacific offices failed to disclose the cause of the fire.*[42]

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[1] Frederick E. Shearer, *The Pacific Tourist* (New York: Adams & Bishop, 1878), 163. https://www.google.com/books/edition/The_Pacific_Tourist/wRtXl873sw8C?hl=en&gbpv=1&dq=The+Pacific+Tourist+1878&printsec=frontcover (accessed 2-21-21).

[2] Crofutt's *New Overland Tourist* (1882:132). https://www.google.com/books/edition/Crofutt_s_New_Overland_Tourist_and_Pacif/yhZNwgEACAAJ?hl=en&gbpv=1 (accessed 2-21-21).

[3] John R. Signor, *Southern Pacific's Salt Lake Division* (Berkeley: Signature Press, 2007), 21.

[4] Ancestry.com. *1870 United States Federal Census* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2009. Images reproduced by FamilySearch. "Blue Creek Precinct, Box Elder County, Utah".

[5] Michael R. Polk, Christopher W. Merritt, and Kenneth P. Cannon, *Chinese Workers at Central Pacific Railroad Section Station Camps, 1870-1900.* Web Exclusive Essay, Stanford University Chinese Railroad Workers of North America Project. Stanford, California. https://web.stanford.edu/group/chineserailroad/cgi-bin/website/wp-content/uploads/2019/05/Chinese_Workers_at_CPR_Section_Station_Camps_Polk_Merritt_Cannon.pdf , Footnote 11.

[6] Southern Pacific Company, *Right of Way and Track Map (V-2, 27), Part of Promontory Branch from Lucin to Beginning of Leased Line West of Cecil Junction. Central Pacific Railway Company, Salt Lake Division, Box Elder County, Utah from Station 2890.00 to Station 2720.00. June 30. San Francisco* (College Park, Maryland, National Archives and Records Administration 1916).

[7] Report of the Engineer, In: Annual Report of the Commissioner of Railroads to the Secretary of the Interior for the Year Ending June 30, 1881, (Government Printing Office, Washington, 1881), 42. https://babel.hathitrust.org/cgi/pt?id=umn.31951d004772402&view=1up&seq=11 (accessed 11-9-20).

[8] Report of Railroad Engineer, In: *Annual Report of the Commissioner of Railroads to the Secretary of the Interior for the Year Ending June 30, 1882,* (Government Printing Office, Washington, 1882), 76. https://babel.hathitrust.org/cgi/pt?id=hvd.hl25vq&view=1up&seq=9 (accessed 11-9-20).

[9] Charles C. Nott and Archibald Hopkins, "Cases Decided in the Court of Claims at the Term of 1890-'91 with abstracts of Decisions of the Supreme Court in Appealed Cases from October, 1890 to May 1891, Volume XXVI" (Government Printing Office, Washington, 1892). 110. https://www.google.com/books/edition/Cases_Decided_in_the_Court_of_Claims_of/Gv8bAQAAMAAJ?hl=en&gbpv=1 (accessed 11-15-20).

[10] Central Pacific Railroad, Nevada and Utah Station Plan Book, ca. 1880s, MS79, Central Pacific Railroad Collection, RG 3, Land Department Records. On file at Sacramento: California State Railroad Museum Library, 132-133.

[11] Central Pacific Railroad, *1885 Station Plans of Promontory, Rozel, Blue Creek. Drawings, Box 88.* Southern Pacific Historical and Technical Society Collection, Sherman Library, Corona del Mar, California.

[12] M.N. Forney, Catechism of the Locomotive. *Railroad and Engineering Journal,* Vol. LXIII, No. 6, 283-290.

[13] Don C. Conley, The Pioneer Chinese of Utah. (Provo: Thesis in Department of Asian Studies, Brigham Young University, 1976), 37-38. https://scholarsarchive.byu.edu/etd/4616/ (Accessed 10-22-20).

[14] Ancestry.com. *1880 United States Federal Census* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2009. Images reproduced by FamilySearch. "Promontory Precinct, Box Elder County, Utah".

[15] Ibid.

[16] Report of Railroad Engineer, In: *Annual Report of the Commissioner of Railroads to the Secretary of the Interior 1889,* (Government Printing Office, Washington, 1889), 74. https://www.google.com/books/edition/Annual_Report_to_the_Secretary_of_the_In/NsA_AQAAMAAJ?hl=en&gbpv=1&dq=Report+of+the+Commissioner+of+Railroads+to+the+Secretary+of+the+Interior+1888&pg=PA24&printsec=frontcover (accessed 11-9-20).

[17] Signor, *Southern Pacific's Salt Lake Division,* 63; Southern Pacific Company, *List of Officers, Agencies and Stations.* On file Sacramento: California State Railroad Museum Library, 1881-1905.

[18] Southern Pacific Company, *List of Officers, Agencies and Stations,* 1890-1942.

[19] Southern Pacific Company, *List of Officers, Agencies and Stations,* 1896-1926.

[20] Shearer, *Pacific Tourist,* 163.

[21] Report of Railroad Engineer, In: *Annual Report of the Commissioner of Railroads to the Secretary of the Interior 1890,* (Government Printing Office, Washington, 1890), 78. https://www.google.com/books/edition/_/by4bAAAAYAAJ?hl=en&gbpv=1 (accessed 11-9-20).

[22] John S. Gallagher, *The Post Offices of Utah* (Burtonsville: The Depot, 1977), 20.

[23] Ancestry.com. *1900 United States Federal Census* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2009. Images reproduced by FamilySearch. "Promontory Precinct, Box Elder County, Utah".

[24] Southern Pacific Company, [Salt Lake Division Employee's Timetable] (Ogden: Southern Pacific Company, 1890).

[25] Southern Pacific Company, *List of Officers, Agencies and Stations,* 1909, 1915.

[26] Southern Pacific Company, *List of Officers, Agencies and Stations,* 1940.

[27] Councils of Defense, *Reconnaissance Report for the Military Information Division on Promontory, Utah. Military Survey Reports from the Councils of Defense Series 10336* (Salt Lake City: Utah State Archives and Records, 6.

[28] Interstate Commerce Commission, *Engineering Field Notes of ICC Parties,* 1917; Interstate Commerce Commission, *Bureau of Valuation, Engineering Field Notes of ICC Parties Surveying the Physical Property of Railroads, 1914-29. [Acct. 18 – Water Stations. Blue Creek, Mile 784.0]. Record Group 134: Records of the Interstate Commerce Commission, Bureau of Valuation. Central Pacific Railroad, Box 5820.* (College Park: 1916); Richard V. Francaviglia, Over the Range: A History of the Promontory Summit Route of the Pacific Railroad (Logan: Utah State University Press, 2008), 151, note 10. https://muse.jhu.edu/book/7312 (accessed 2-25-21); https://babel.hathitrust.org/cgi/pt?id=usu.39060017131599&view=1up&seq=2 (accessed 2-25-21).

[29] Evan Murray, *Oral History, Golden Spike Oral History Project, GS-13, August 29, 1974* (Salt Lake City: American West Center, University of Utah, 1974), 8. https://collections.lib.utah.edu/details?id=866833&facet_setname_s=uum_gsohp (Accessed 9-12-20).

[30] Kevin Bunker, avocational historian email message to senior author, September 4, 2020; Kyle Wyatt, retired historian curator of the California State Railroad Museum, email message to senior author, September 3, 2020; Randy Hees, Director of Nevada State Railroad, email message to senior author September 3, 2020.

[31] Interstate Commerce Commission, *Bureau of Valuation, Engineering Field Notes of ICC Parties Surveying the Physical Property of Railroads, 1914-29. [Notes concerning Blue Creek Station on the Southern Pacific, Promontory Branch Line]. Record Group 134: Records of the Interstate Commerce Commission, Bureau of Valuation. Central Pacific Railroad, Box 5820* (College Park: National Archives and Records Administration, 1916).

[32] Southern Pacific Company, *Record of Station Changes, n.d.* On file Sacramento: California State Railroad Museum Library.

[33] Heather M. Weymouth, Sandy Chynoweth Pagano and Angela L. Garrison, Archaeological Inventory of Golden Spike National Historic Site and Adjacent Bureau of Land Management Railroad Rights-of-way Fiscal Year 2002 Interim Report (Sagebrush Consultants, *Cultural Resource Report* No. 1279, Ogden), 67-68.

[34] Ryan Dearinger, *The Filth of Progress: Immigrants, Americans, and the Buildings of Canals and Railroads in the West* (Oakland: University of California Press, 2016), 135.

[35] E. L. Sabin, *Building the Pacific Railway* (Philadelphia: J.B. Lippincott Company, 1919).

[36] Conley, *Pioneer Chinese,* 37-38.

[37] Ibid, 38.

[38] Ibid, 47.

[39] *Ogden Herald,* "An Accident on the C.P.", November 16, 1887, 1.

[40] *Ogden Daily Standard,* "Killed at Blue Creek", January 14, 4.

[41] *Ogden Herald,* "Robbery at Blue Creek Station," June 17, 1885, 3.

[42] *Deseret Evening News,* "The Railroads," February 28, 1890, 3.

CONNOR (HANSEN, ETON)

Established:
ETON: January 1, 1899 – January 1, 1903
HANSEN: January 1, 1903 – 1915
CONNOR: December 1, 1915 -1942

Formally Abandoned:
July 30, 1942

Milepost:
796 miles
from San Francisco

Eton was the first station established at this location at the end of the 19th Century.[1] Eton was a non-agency station shown with no services. In 1903, the station name was changed to Hansen possibly for a section foreman named Rasmus Hansen.[2] It became a Class A freight station in 1905.[3] This change may have been because of construction of a 25 by 27 ft stock yard at the station in 1906. In the 1909 SP Employees Timetable, the station shows as a flag stop for two mixed trains per day and has a siding 2000 ft long.[4]

In 1915, the station name was again changed, this time to Connor, likely after nearby Connor Springs. For some reason, the freight classification changes to Class B in 1918, but in 1921 it reverts to a Class A station and remains that way until the station is abandoned in 1942.[5]

The 1916 ICC Valuation Survey provided a sketch of a stock pen associated with Connor Station, measuring 25 by 27 ft in size. (Figure 80) The survey also noted that a platform was present, built on 12 ft long stringers and cedar (juniper) poles, allowing for more efficient delivery and export of goods and livestock. It also indicated that there was no water supply at the station meaning the railroad would have hauled in water.[6]

In 1920, the siding capacity of the station is changed to 48 car lengths, 44 in 1929 and back to 48 in 1940. In 1941 the timetable shows no siding or spur at this station.[7] Over time the corrals at Conner must have been enlarged for in 1941 and 1942 the station has a stock yard with capability to hold up to five carloads of livestock.[8]

Part of Utah's Progressive Military Reconnaissance of lands was undertaken in 1917 and 1918. The Division on Penrose Map included a brief description of the Connor Railroad Station.[9]

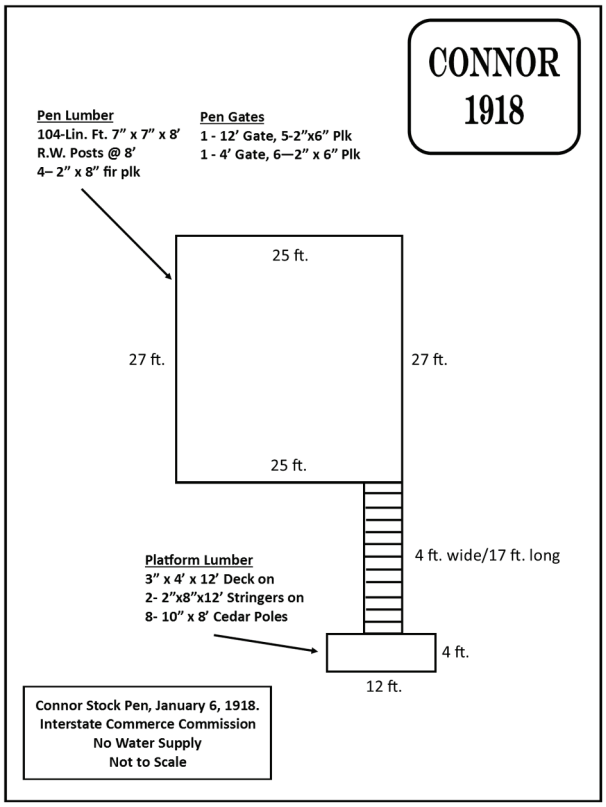

Figure 80: Detail of Stock Pen from the Connor Station, January 6, 1918, re-drawn from the Interstate Commerce Commission notes.

According to the report there were no loading facilities at Connor, but that there was a private stockyard which was owned by the Lindsay Land and Livestock Company. Also, there was a 2485 ft long siding with a capacity of 54 cars and a 415 ft long spur, capacity six cars.

Connor was somewhat different than those stations to the west or east. Aside from regular track maintenance, the main reason for its existence was the import and export of livestock. During the time that this station existed, the most efficient way to move livestock to more sheltered

winter grazing areas on the Wasatch Front and summer pastures on the eastern slopes of the Promontories was by railroad car. It was also the means for moving livestock to market for sale.

Archaeology

Conner is yet another station where archaeological work has revealed the remains of a once active railroad stop. In 1983 a BLM archaeologist, as part of a fence line project, recorded two historic activity areas in the vicinity of Connor Station (42BO501) with materials dating from the early 20th Century, largely after the establishment of the Lucin Cutoff. The same location was inventoried in 2000 by Archaeological Environmental Research Corporation (AERC) as part of an assessment of the site because of the rupture of the gasoline pipeline which parallels the railroad alignment. This more recent recording confirmed the time period of use (about 1900 to 1920) and resulted in finding two additional activity areas and a historic wagon trail which appears to have been used to access the station from the north. Several earthen berms were also discovered which appear to have been constructed to move slope water away from Conner Station.

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[1] Southern Pacific Company, *List of Officers, Agencies and Stations.* On file Sacramento: California State Railroad Museum Library, 1899.

[2] John W. Van Cott, *Utah Place Names* (Salt Lake City: University of Utah Press, 1990), 89.

[3] Southern Pacific Company, *List of Officers, Agencies and Stations,* 1905.

[4] Southern Pacific Company, *Salt Lake Division, Employees' Time Table 20, September 12th, 1909,* (Ogden, Utah: Southern Pacific Company, 1909).

[5] Southern Pacific Company, *List of Officers, Agencies and Stations,* 1918-1920.

[6] Interstate Commerce Commission, Bureau of Valuation, Engineering Field Notes of ICC Parties Surveying the Physical Property of Railroads, 1914-29. [Notes concerning Connor Station on the Southern Pacific, Promontory Branch Line]. Record Group 134: Records of the Interstate Commerce Commission, Bureau of Valuation. Central Pacific Railroad, Box 5820, (College Park: National Archives and Records Administration, 1916).

[7] Southern Pacific Company, *List of Officers, Agencies and Stations,* 1909, 1920, 1929, 1940, 1941.

[8] Southern Pacific Company, *List of Officers, Agencies and Stations,* 1941-1942.

[9] Councils for Defense, *Reconnaissance Report for the Military Information Division on Penrose, Utah. Military Survey Reports from the Councils of Defense Series 10336,* (Salt Lake City: Utah State Archives and Records Administration, 1918), 16. The "Reconnaissance Report for the Military Information Division on Penrose, Utah" was part of a specialized survey of areas of Utah, divided into quadrangles, which was carried out for defense purposes as a result of the United States involvement in World War I. Utah's work was part of the Progressive Military Reconnaissance Program in many of the states Utah's collection is held at the Utah State Archives under the Title "Military Survey Reports from the Councils of Defense, Series 10336". The reports provide a sketch of many aspects of the land within the quadrangles including landscape, environment, towns, roads, railroads, communication lines, and much more.

BALFOUR (QUARRY)

UP Tracks Reached here:
March 31, 1869

UP Station Established here:
April 1869

Formally Abandoned:
1942

CP Station Established here:
April 10, 1874

Renamed Balfour:
April 1, 1888

CP Milepost:
801 miles
from San Francisco

Quarry Station (also known, early on, as Little Mountain, and after 1887, as Balfour) may have been an original UP construction camp, though such cannot be confirmed. However, the UP-track laying reached the location at the end of March 1869, several days after Corinne had been reached on March 27th.[1] Nevertheless, this station is considered one of the 16 original stations on the Promontory Route. In 1878 Shearer describes the station as early as 1878 when he notes: "Quarry—a side track, with a huge, rocky black castle on the right and back of it. Trains do not stop here, nor is the station down on the advertised time-cards."[2]

The station likely takes its name from a nearby stone quarry.[3] It first appears in CP records as a station on April 10, 1874.[4] It was a true section station in the sense that it served to maintain the roadbed and track for a distance west and east. A Report of the Engineer for the Commissioner of Railroads indicated that a building …"for the accommodation of section gangs" was erected at Quarry in 1881.[5] In fact, a Supreme Court case verified that there were actually two buildings erected and completed in that year at Quarry, on April 30, one being a "China Section house" and the other a "China Cook house".[6] For "construction and equipment" these buildings were said to cost a total of $126.22 for the section house and $74.42 for the cook house. It appears that the newly constructed cook house may have been to replace one that burned on February 28 of the same year with a loss determined to be $50.00.[7] There is little doubt that these buildings represent the ones found in the CP drawings of the station held in the California State Railroad Museum Library.[8] In the drawings, the station location is shown with a Section House, China Bunk House, China Cook House, Hand Car House, and two Water Tubs. At this point in time, the section house would have been inhabited by two Euro-American foremen and used for their residence as well as for clerical tasks associated with railroad operations.

The 1870 Federal Census for Little Mountain showed a population of 23, 21 Chinese men (including a cook) and two Euro-American foremen. The foremen were 30 and 28 and both from Michigan. The Chinese ranged in age from 14 to 60 with an average age of 25.[9]

The China Bunk House would have been inhabited by anywhere from 15 to 20 Chinese railroad workers, always men. Most likely, the bunk house featured double bunks along with a metal stove for heat.[10] The China Cook house, located behind the bunk house, would have been operated by a full time Chinese cook and is, most likely, where the Chinese workers took their meals. The remainder of the station consisted of a hand car house where a small car was stored for use by the crew to move up and down the rails. The water tubs are a probable indication that there was no nearby water for the station and that work trains periodically stopped to fill them up.

During 1881, the station has no agent, no telegraph station, and no platform, but, by 1890 it was shown as a Class A Freight Station. On April 1, 1888, the station was renamed Balfour. It appears

that it was always a flag stop for passenger trains, meaning it was not a regular stop, but trains would pause at the station when a passenger requested boarding or departure. A siding track of 2862 ft was maintained at Balfour. In later years the length of the siding was designated by car lengths. In 1915 it was 50 car lengths, 1929 44 and by 1942 had dropped to 20.[11] This side-track was most useful for serving the local economy as a point of transport of livestock for local ranches. Other than the vital maintenance work on several miles of track in each direction from the station, this was Balfour's most important service.

The 1900 Census for the Rawlins Precinct reveals a continuing Balfour maintenance station with a Danish foreman, age 36, with family, and seven Chinese railroad workers, age 23 to 60 with an average age of 41. The arrival dates of the workers ranged from 1840 to 1854.[12] All had arrived in the U.S. no later than 1865, just as construction on the transcontinental railroad had begun. The age of these men reflects the aging of the railroad worker population which, after the Chinese Exclusion Act of 1882 and, especially, the passage of the Geary Act in 1892, made new immigration by Chinese nationals difficult, if not impossible.

Balfour remained a section station until it was abandoned in mid-1942.[13]

Archaeology

In August 2015 Aspen Ridge recorded portions of the site identifying the location of the former station house and Chinese activity area, likely where the bunk house and cook houses once stood, as evidenced by the presence of Chinese ceramic vessel fragments and opium tin boxes. The configuration of the site fit with the plan view drawing of Quarry found in the 1880s plan maps.[14]

Newspaper Stories about Quarry:

A few stories were gleaned from local newspapers about activities at this station. One of the more disturbing of these occurred in the 1870s and provides a glimpse into how violent life could be during the period, like this one from 1875:

> *The book-keeper of a gang of Chinamen at the stone quarry, a short distance west of here [Corinne], docked one of the men three-fourths of a day, a short time since, and on Sunday morning the Chinaman discovered it and endeavored to make him allow full time. On his refusal to make any change, the enraged laborer struck the book-keeper with a large knife, severing his arm from his body and inflicting a wound in his side that caused immediate death. The murderer fled from the station without a coat or hat and is still at large. The body of the murdered man was brought to town this morning, and given to his copper colored brethren for burial.*[15]

From 1901, here is one of the harrowing stories of railroad operations that happened more often than anyone wanted:

> *A Head-On Collision. A head-on collision occurred at Balfour, on the Southern Pacific, about fifty miles west of Ogden yesterday morning and was about all cleared up when a special train of oranges came down the grade, crashing into the wrecking outfit. The road is blocked, and it will be twenty-four hours before trains can reach Ogden. But meager reports are obtainable from railroad officials, and it is not known whether there was any loss of life or not.*[16]

News was widespread about construction of the Lucin Cut-off and how it would severely reduce railroading activity along the Promontory Route. At that time several steam shovels were at work at Little Mountain at the nearby quarry. According to the *Ogden Daily Standard* in 1903:

> *It was noted that "one of the steam shovels was removed from Little Mountain today and is being taken to Lucin. There is still one of the steam shovels left at work at Little Mountain. The one that is being removed today is to be used in getting out disintegrated rock near Matlin to be used in the fill-in from the Lucin end. There are sixteen men accompanying the steam shovel today.* [17]

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[1] Charles Edgar Ames. *Pioneering the Union Pacific, A Reappraisal of the Builders of the Railroad* (New York: Appleton-Century-Crofts Educational Division Meredith Corporation, 1965), 336.

[2] Henry T. Williams, *The Pacific Tourist,* (New York: Adams & Bishop, 1878), 163. https://www.google.com/books/edition/The_Pacific_Tourist/wRtXI873sw8C?hl=en&gbpv=1&dq=The+Pacific+Tourist+1878&printsec=frontcover (accessed 2-21-21).

[3] *Corrine Journal Reporter*, "Story about stone quarry," September 19, 1873, 3.

[4] Lynn D. Farrar, Listing of Overland Route Stations and Mileage: Central Pacific Railroad Southern Pacific Railroad, 1866-1996 (Online resource, http://www.cprr.org/Museum/CP_MP0_OVERLAND_ROUTE.html).

[5] Report of Railroad Engineer, In: *Annual Report of the Commissioner of Railroads for the Secretary of the Interior for the Year Ending June 30, 1891,* (Government Printing Office, Washington, 1881), 43. https://babel.hathitrust.org/cgi/pt?id=umn.31951d00477246q&view=1up&seq=7 (accessed 11-10-20).

[6] Charles C. Nott and Archibald Hopkins, "Cases Decided in the Court of Claims at the Term of 1890-'91 with abstracts of Decisions of the Supreme Court in Appealed Cases from October, 1890 to May 1891, Volume XXVI" (Government Printing Office, Washington, 1892). 110. https://www.google.com/books/edition/Cases_Decided_in_the_Court_of_Claims_of/Gv8bAQAAMAAJ?hl=en&gbpv=1 (accessed 11-15-20).

[7] The Central Pacific v. The United States…1881, 111.

[8] Central Pacific Railroad, Nevada and Utah Station Plan Book, 1880, MS79, Central Pacific Railroad Collection, RG 3, Land Department Records. On file Sacramento: California State Railroad Museum Library; Ancestry.com. 1870 *United States Federal Census* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2009. Images reproduced by FamilySearch. "Little Mountain, Box Elder County, Utah"; Michael R. Polk, Christopher W. Merritt, and Kenneth P. Cannon, *Chinese Workers at Central Pacific Railroad Section Station Camps, 1870-1900.* Web Exclusive Essay, Stanford University Chinese Railroad Workers of North America Project. Stanford, California. https://web.stanford.edu/group/chineserailroad/cgi-bin/website/wp-content/uploads/2019/05/Chinese_Workers_at_CPR_Section_Station_Camps_Polk_Merritt_Cannon.pdf , Footnote 11.

[9] Ancestry.com. *1870 United States Federal Census* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2009. Images reproduced by FamilySearch. "Little Mountain, Box Elder County, Utah".

[10] Michael R. Polk, Post-Construction Chinese Worker Housing on the Central Pacific Railroad: 1870-1900. Paper delivered at the Conference on Historical and Underwater Archaeology, Omni Fort Worth Hotel, Fort Worth, Texas, January 4-8, 2017, 6. https://www.researchgate.net/publication/344118779_PostConstruction_Chinese_Worker_Housing_on_the_Central_Pacific_Railroad_1870-1900 (Accessed 12-7-20).

[11] Southern Pacific Company, *List of Officers, Agencies and Stations.* On file Sacramento: California State Railroad Museum Library, 1909, 1915, 1929.

[12] Ancestry.com. 1900 *United States Federal Census* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2009. Images reproduced by FamilySearch. "Little Mountain Precinct, Box Elder County, Utah".

[13] Southern Pacific Company, List of Officers, Agencies and Stations, 1942.

[14] *Central Pacific Railroad Station Plans, 1880.*

[15] *Salt Lake Herald-Republican,* "Corinne Items," July 14, 1875, 3.

[16] *Salt Lake Tribune,* "A Head-on Collision," April 15, 1901, 1.

[17] *Ogden Daily Standard,* "Steam shovels at Little Mountain and Matlin," April 9, 1903, 3.

DATHOL 2

Established	Abandoned:	Milepost:
July 1, 1916	1946[1]	799 miles *from San Francisco*

Dathol 2 (numeral was added to distinguish it from the older Dathol Station located near Promontory Station) was originally established as a station along the SP Promontory Route in 1916 and was closed about 1946[2]. (Figure 81) Well after the Promontory Route had been relegated to a secondary role in use as a transportation corridor, this version of the station was established between Balfour and Stokes.[3] The origin of the name and the reason for creation of two identically named stations on the same line is not known. The reason for the establishment of this second station, however, came because of the need for another sugar beet loading facility in the lower Bear River Valley where soils were found to be ideal for the plants' growth. Dathol, Stokes and Rochefort were at the heart of SP's sugar beet business, generating between 400 and 600 carloads of beets per year that would be sent to the nearby Garland Sugar Refinery.[4]

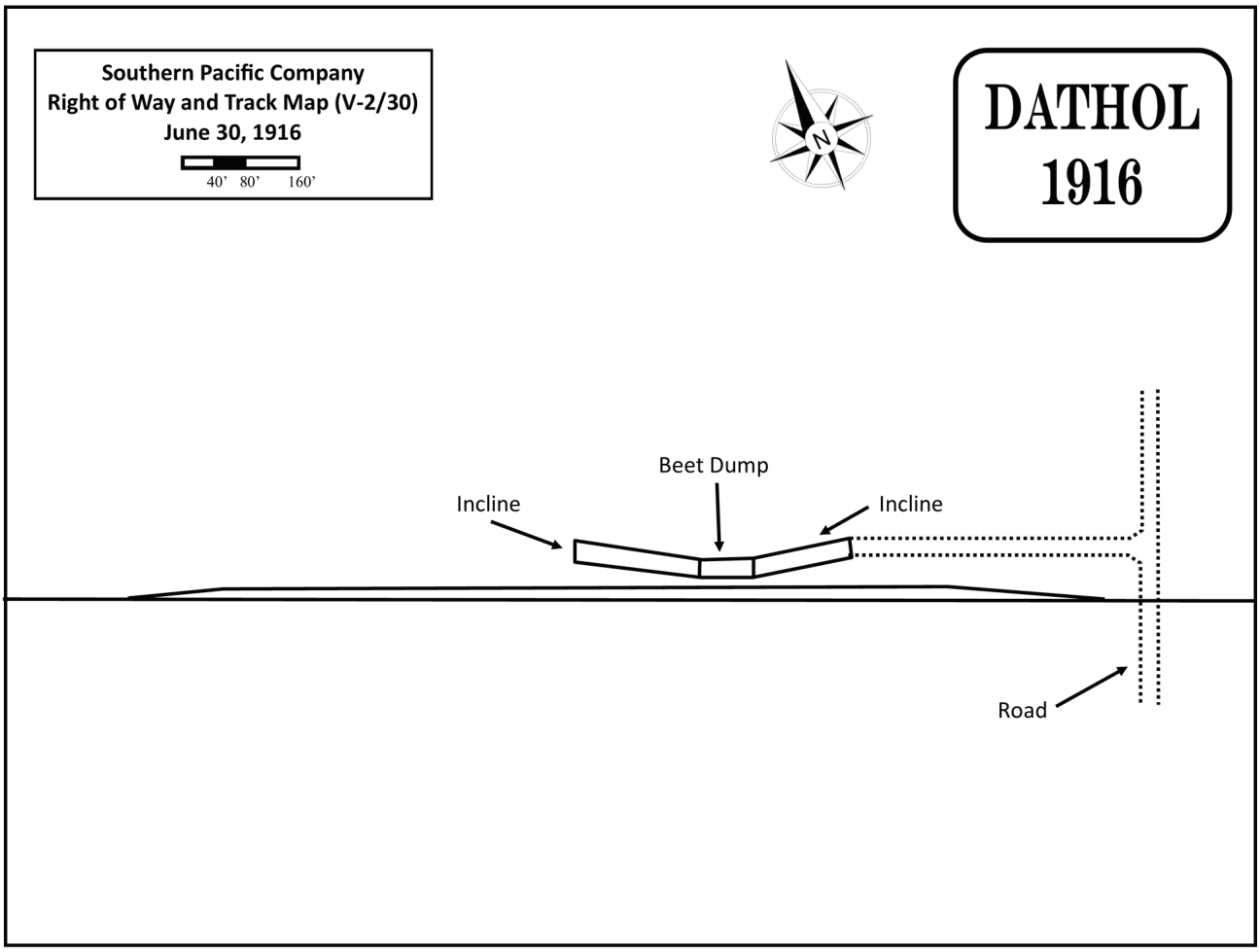

Figure 81: Dathol Station, Southern Pacific Company Right of Way and Track Map (V-2/30), 1916.

The station appears on the SP Stations List in 1917 or 1918 as a non-agency station, Class B freight station with no platform.[5] It is not known if there was ever a building erected on the site, but that is doubtful. Dathol continues to be listed the same all the way until 1942.[6] In the 1920 employee timetable, it is a flag stop for one mixed freight four days a week. A siding is also shown with a capacity of 17 car lengths.[7] The 1935 timetable shows Balfour as a flag stop with a siding capacity having dropped to 13 car lengths. The 1940 and 1941 timetables show no regular train service anywhere on the Promontory Route, with all service along the line on an "on call" basis when freight delivery or pick up was requested. In 1941, the siding changes to a spur with a capacity of 20 car lengths.[8] As with Rochefort Station, Dathol 2 appears to have survived the 1942 abandonment of the Promontory Route and continued as a short branch line for servicing sugar beet farmers in the area.[9] The station was likely abandoned by the SP after WWII, perhaps as early as 1946. The fact that the SP did not sell the 1.55-mile portion of the Promontory Route between Corinne and Corinne Junction to the UP until November 14, 1947 supports this suggestion.[10]

Archaeology

Dathol is now an archaeological site (42BO1679) located on private land some miles beyond Corinne. Sagebrush Consultants recorded the station in 2008 as part of a survey of 6.5 miles of the former SP right-of-way west of Corinne for the Corinne to Stinking Springs Railroad Project.[11] Dathol 2 is not related to the Child/Wyben/Stokes station. Child and Wyben, located about a mile to the east of Dathol, were two earlier names for what eventually became Stokes Station (42BO1678). This is not to say that stations were not relocated over time and it is possible that was the case here. The Dathol site now consists of two components of a single site. The easternmost component, appears to date between 1900 and 1910 (about the time frame for the Child and Wyben era of the Stokes station) and includes a structural feature designated F3. That consists of a poured and board form concrete foundation north of the railroad grade. Another feature, F2, located west of F3, is a possible scale consisting of a poured concrete foundation with metal rails around the concrete. It is associated with a poured concrete foundation. The third feature, dating from about 1916 up to the 1950s, is located at the western end of the site and is also north of the railroad grade. It consists of a poured and board form concrete foundation lying on a large elongated earthen platform. This was likely the sugar beet loading platform, perhaps adjacent to the spur track.

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[1] The station continued in use until probably 1946. It is possible, though not known for sure, that the SP sold the Line from Corinne to Dathol to the Union Pacific or Utah Idaho Sugar Company in late 1942 which included operations on this branch line.

[2] Lynn D. Farrar, Listing of Overland Route Stations and Mileage: Central Pacific Railroad Southern Pacific Railroad, 1866-1996 (Online resource, http://www.cprr.org/Museum/CP_MP0_OVERLAND_ROUTE.html).

[3] Don Strack, "Dathol Station", (Online resource, https://utahrails.net/sp/sp-promontory-stations.php) (Accessed 10-22-20).

[4] Interstate Commerce Commission, Central Pacific Railway Company et al. Abandonment Proceedings. [unpublished transcript of hearings held in Salt Lake City, May 1 and 2]. Finance No. 13655 (Washington D.C.: National Archives and Records Administration, 1942),75.

[5] Southern Pacific Company, *List of Officers, Agencies and Stations.* On file Sacramento: California State Railroad Museum Library, 1918.

[6] Southern Pacific Company, *List of Officers, Agencies and Stations,* 1920-1942.

[7] Southern Pacific Company, *Time Table for the Salt Lake Division 20, November 14, 1920,* (Ogden: Southern Pacific Company).

[8] Southern Pacific Company, *Time Table for the Salt Lake Division 54, June 17, 1940,* (Ogden: Southern Pacific Company); *Southern Pacific Company, Time Table for the Salt Lake Division 55, July 9, 1941,* (Ogden: Southern Pacific Company).

[9] Southern Pacific Company, *Time Table for the Salt Lake Division 59, November 12, 1944,* (Ogden: Southern Pacific Company).

[10] https://utahrails.net/sp/sp-promontory.php

[11] Wendy Simmons Johnson and Sandy Chynoweth Pagano, A Cultural Resources Survey for a Proposed 6.5 Mile Railroad Line from Corinne to Stinking Springs, Box Elder County, Utah. Sagebrush Consultants, *Cultural Resources Report* No. 1716. Ogden.

STOKES (CHILD, WYBEN)

Established:
CHILD: January 1, 1900 – January 1, 1902
WYBEN: January 1, 1902 – January 1, 1907
STOKES: January 1, 1907 – 1946

Formally Abandoned:
1946[1]

Milepost:
803 miles
from San Francisco

Originally established as "Child" in 1900, changed to "Wyben" in 1902 and, finally, to "Stokes" in 1907, this station appears to have been created for the primary purpose of sugar beet transport. Around the turn of the 20th Century, sugar beet growing became an important business in many parts of the northern Utah. While beets were grown in Utah, Salt Lake, Weber and Davis counties, over time it was found that those grown in the Bear River Valley were of superior quality, and a boom ensued in Box Elder County.[2] The SP saw the value of this market and established several stations along the Promontory Route including Child, and Dathol (described separately). The OSL constructed its Malad Valley Railroad north from Corinne, in part, knowing that the Utah-Idaho Sugar Company would construct a new sugar beet factory at Garland, along that branch line. Ultimately, all the beets grown in the valley surrounding the Child, Dathol and Rochefort stations sent their products to the Garland Factory via the SP and OSL railroads, through Corinne. The factory had a capacity of processing 600 tons of beets per day. The Garland plant closed in 1978.[3]

Why this station was named first Child, then sequentially, Wyben and Stokes is not known. From 1900 until 1905, it is listed as a non-agency station. As Wyben, it is shown as a Class A freight station between 1905 and 1909. From 1910 to 1913, as Stokes, it changes to a Class D freight station. Beginning in 1915, it changes again, this time to a Class B freight station and remains such until abandonment.[4] In multiple employee timetables, the station is not even shown as a flag stop.[5] Beginning sometime after 1909, and certainly beginning with the 1915 employee timetable, the station is shown with a spur track. This continues through to 1931 when the timetable shows that the spur accommodates 225 cars.[6] Though not stated in the timetables, it is known that the spur was a four-mile-long line, built by the Utah Sugar Company, which extended south to a station known as Rochefort, a major sugar beet loading station operating from about 1907 until as late as 1946.[7] The fact that the SP did not sell the 1.55-mile portion of the Promontory Route between Corinne and Corinne Junction to the UP until November 14, 1947 supports this suggestion.[8] (Figure 82)

It is doubtful if this station had buildings or was ever staffed. It largely served as a loading location for gondolas carrying sugar beets to the Garland Refinery, a service that took place during a few months in the fall of the year.

Figure 82: View of Stokes Station, to west. Note switch stand for Rochefort Spur four miles to the south. Weeds grow on roadbed strongly suggesting that this photograph dates to sometime before abandonment, perhaps 1942 or during WWII. If the latter, this line would then have been a spur track from Corinne for fall sugar beet loading only and, at most, would have extended west one more mile to Dathol Station. *Photo courtesy of Western Railway Museum Archives.*

Archaeology

Today, Stokes is an archaeological site (42BO1678) located on private land some miles beyond Corinne. Sagebrush Consultants recorded the station in 2008 as part of a survey by Sagebrush Consultants of 6.5 miles of the former SP right-of-way west of Corinne for the Corinne to Stinking Springs Railroad Project.[9] In addition to the Stokes station, 419 ft of the remnant berm from the spur which served Rochefort Station, was also recorded. Little remains of Stokes. Features identified included a concrete foundation and an associated square concrete pad which may represent a scale as well as an earthen platform. The platform, measuring 23 ft long by 16 ft wide and 4 ft high, was likely the beet loading platform. The feature was constructed against the northern side of the railroad roadbed.

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[1] The station continued in use until probably 1946. It is possible, though not known for sure, that the SP sold the Line from Corinne to Dathol to the Union Pacific or Utah Idaho Sugar Company in late 1942 which included operations on this branch line.

[2] Frederick M. Huchel, A History of Box Elder County, (Salt Lake City: Utah State Historical Society), 225.

[3] Ibid. 227.

[4] Southern Pacific Company, *List of Officers, Agencies and Stations.* On file Sacramento: California State Railroad Museum Library, 1900-1942.

[5] Southern Pacific Company, [Salt Lake Division Employee's Timetable] (Ogden: Southern Pacific Company, 1909, 1915, 1920, 1929, 1940).

[6] Southern Pacific Company [Salt Lake Division Employee's Timetable] (Ogden: Southern Pacific Company, 1909, 1915, 1920, 1929, 1931, 1940).

[7] *Ogden Daily Standard,* "New Town Near Corinne," February 10, 1905, 6; *Ogden Daily Standard,* "Railroading in an out of Ogden," November 3, 1905, 6; Interstate Commerce Commission, *Central Pacific Railway Company et al. Abandonment Proceedings. [unpublished transcript of hearings held in Salt Lake City, May 1 and 2]. Finance No. 13655,* (Washington, D.C.: National Archives and Records Administration, 1942). See more information under Corinne Junction and Rochefort Station.

[8] https://utahrails.net/sp/sp-promontory.php.

[9] Wendy Simmons Johnson and Sandy Chynoweth Pagano, A Cultural Resources Survey for a Proposed 6.5 Mile Railroad Line from Corinne to Stinking Springs, Box Elder County, Utah. Sagebrush Consultants, *Cultural Resources Report* No. 1716. Ogden.

ROCHEFORT

Established	Abandoned:	Milepost:
January 1, 1907	January 1, 1908[1]	807 miles *from San Francisco*

Rochefort was originally established at the end of a four-mile spur line extending from Stokes Station to the south. It was proposed to help farmers in the area move their sugar beet crop to the beet refineries in Box Elder County and was built by the Utah Sugar Company.[2] The line appears on the SP *List of Officers, Agencies and Stations* in 1907 as a non-agency station with no services. Interestingly, it does not reappear again in that publication, but a spur line (to Rochefort) is listed at Stokes in SP's Employee Timetables beginning in 1915 through at least 1941.[3] From the 1934 timetable forward to 1941, there is a designation next to Stokes of "Spur 225" meaning the capacity of car lengths able to be stored on the Rochefort spur.

Abandonment proceedings for the Promontory Route in May 1942 provides the most useful information for this station.[4] In those proceedings, several witnesses discussed sugar beet farming and transport by the SP. For instance, J. B. Egan of the SP Transportation Research Bureau noted that 70 percent of railroad traffic on the Promontory route during the early 1940s was sugar beet transport and H. E. Hinshaw, General Agent of the SP in Salt Lake City indicated that this commodity comes primarily from Dathol, Stokes and Rochefort stations with the destination being the Garland Sugar Refinery located six miles north of Corinne.[5] In the same discussion, H. W. Ansell, with the SP in San Francisco, states, "Rochefort is the name of the station the Utah-Idaho Sugar Company kept for beet-loading down there. It is two [probably four] miles south of Stokes, as shown on the Southern Pacific Company."[6]

As part of the ICC decision regarding the case, it was stated that the Commission authorizes abandonment, except for a 4.8-mile segment between Dathol and Corinne for beet growers.[7] Apparently, the commission left the details of this arrangement to the SP, UP and Utah Idaho Sugar for negotiation. Information gathered from sources cited below suggest that the privately owned spur to Rochefort remained a part of this remnant line.

A map of the Salt Lake Division was found on the back of the 1944 Employee Timetable. It shows a branch line extending westward from Corinne to Dathol and the branch line southwestward to Rochefort with the names of both of those stations prominently shown.[8] The map shown on the back of the 1946 timetable is different and does not depict this line. This strongly suggests that the SP continued to serve the beet growing industry in the Bear River Valley with a 4.8-mile line (part of the original transcontinental line) well after the 1942 abandonment. A 1943 article in Traffic World suggests that the Promontory Route was only abandoned as far west as Dathol.[9] It is interesting to note that the SP did not sell the nearby 1.5-mile portion of its line from Corinne Junction to Corinne to the UP until November 14, 1947.[10] This supports the assertion that the line to Dathol and Rochefort may have been retained to assist farmers for the duration of World War II. Whether the SP operated the line itself, it was leased or sold to the UP or the Utah Idaho Sugar Company is not known.

[1] The railroad spur that included Rochefort Station continued in use until probably 1946, though Rochefort's status as an SP station appears to have ended in 1908. It is possible, though not known for sure, that the SP sold the Line from Corinne to Dathol to the Union Pacific or Utah Idaho Sugar Company in late 1942 which included operations on this branch line.

[2] *Ogden Daily Standard,* New Town Near Corinne, February 10, 1905, 6; *Ogden Weekly Standard,* Railroading in and Out of Ogden, November 3, 1905, 6.

[3] Southern Pacific Company, [Salt Lake Division Employee's Timetable], (Ogden: Southern Pacific Company, 1915, 1919, 1920, 1924, 1929, 1934, 1935, 1936, 1937, 1938, 1940, 1941)

[4] Interstate Commerce Commission, *Central Pacific Railway Company et al. Abandonment Proceedings. [unpublished transcript of hearings held in Salt Lake City, May 1 and 2]. Finance No. 13655,* (Washington D.C.: National Archives and Records Administration, 1942).

[5] Interstate Commerce Commission. Abandonment Proceedings May 1942, 55.

[6] Ibid., 131.

[7] Ibid. 4.

[8] Southern Pacific Company, Time Table for the Salt Lake Division 59, November 12, 1944, (Ogden, Utah: Southern Pacific Company).

[9] *Traffic World,* "Central Pacific Abandonment," June 20, 1943, 398.

[10] https://utahrails.net/sp/sp-promontory.php

CORINNE

UP Tracks Reached here: March 27, 1869	**UP Station Established: April 1869**	**UP Milepost: 1058 miles** *from Omaha*
CP Station Established: December 1, 1869	**Formally Abandoned: July 30, 1942**	**CP Milepost: 809 miles** *from San Francisco*

Corinne was a major station on the original transcontinental railroad and was established by the Union Pacific during initial construction on March 27, 1869.[1] However, the first locomotive crossed the newly constructed Bear River Bridge and entered what was to become known as Corinne on April 7.[2] In early 1869, the UP or CP had not fully decided on a junction city where both railroads would meet. The UP had set their sights on two possible locations, Bonneville, or Corinne. Without a decision made, UP Engineers surveyed both towns.[3] Lots went on sale in Corinne on March 25 and more than 300 were sold. In 1874 the Corinne Daily Mail added that "[i]n the two weeks following more than 300 frame buildings and tents were put up, the town containing at this time more than 1,500 inhabitants…These buildings included 19 saloons and two dance halls among other businesses".[4]

Through the summer of 1869, UP passenger trains continued to connect with those of the CP at Promontory, but on December 6, the connection was changed to Ogden per a contractual agreement between the UP and CP. CP had gained ownership of the line.[5] The UP sold their 48.5 mile long railroad right-of-way from Promontory to a point five miles from Ogden known as Union Junction, to the CP effective on or about December 1, 1869.[6] An agreement was made in early April, but completion of a contract covering the price took much longer. In fact, many letters from Oliver Ames to various UP officials during the summer of 1869 reflected his frustration with both officials of his own railroad and that of the CP in obtaining a valuation and obtaining bonds for payment by the CPRR. As late as November 24th, in a letter to Treasurer J. M. S. Williams, Ames writes in part:

> *I am still waiting here for notice from CPRR Co Utah they have possession of Road—when Huntington [President of CPRR] will go to Washington with me and get the Bonds and deliver…I propose to stick by Huntington till he gets his notice and will deliver the bonds as agreed….*[7]

In his personal diary on December 29, 1869, Oliver noted that during a meeting the Executive Committee authorized signing papers to transfer the section of the railroad to the Central Pacific, effective on or about December 1, 1869.[8] This was verified in newspaper articles. The *San Jose Mercury-News* noted on December 1:[9]

> *On Saturday last [November 27] the Central Pacific Railroad Company received from the Secretary of the Treasury two and a half millions of bonds, due on that portion of the road heretofore in dispute between that company and the Union Pacific. The Vice President of the Central Company then paid the bonds to the Union Pacific as part of the purchase money for the section between Ogden and Promontory. This completes Government issue of bonds for the entire road. The junction hereafter will be at Ogden. …*

Figure 83: Corinne downtown, ca. 1870s, *courtesy of the Utah State Historical Society.*

Corinne began life as a city with much enthusiasm and hope that it could become an economic center in northern Utah and the hub of railroading. In 1869 it sought to be the terminus of both the UP and CP railroads, though that hope ended when the UP sold the rights to the CP in fall of that year. The city was planned as a metropolis, with city blocks laid out, not in a north-south pattern, but rather, parallel with the railroad.[10] (Figure 83) The town boasted itself as free of Mormon influence for which it was sometimes called the Gentile City. Corinne continued to work toward more recognition and economic viability as it remained the jump off point from the railroad for overland traffic into Idaho and Montana for at least the next two decades.

The town developed rapidly as it vied for a railroad connection north. It incorporated on February 19, 1870. Trade expanded, particularly the freight trade to the north in Montana. The growth of the town brought farmers to sell their crops in town.[11] The city developed as a port as well with side-wheelers fitted as transport vessels to bring ore from points south on the Great Salt Lake to the railroad at Corinne and passenger ships were built and put into service.[12] Early on several newspapers began publishing in the city, including the *Utah Daily Reporter* and the *Corinne Daily Reporter* though they lasted but a few years. An opera house was even constructed which hosted a wide variety of talent.[13]

Ultimately, the hope that the city would eventually be the hub for a great northern railroad trade was dashed too, when the Utah Northern, a narrow-gauge line, extended its line north from Ogden to Brigham City in 1872 and north to Idaho by 1878. In 1873 a narrow-gauge branch line was constructed from a point north of Brigham City west to Corinne. Unfortunately, this line lasted only three years, service being abandoned by the railroad on January 1, 1876.[14] In 1878, the Utah Northern was sold to the Union Pacific which renamed the line the Utah & Northern (U&N). The U&N abandoned the line being built toward Soda Springs. Rather, it built northwesterly and,

by 1881, had completed a road to Butte, Montana.[15] As it was pushing north the U&N reached Marsh Valley, Idaho, in 1878 effectively cutting off the freight wagon traffic from the Montana mines to Corinne. This drastically reduced the economic life of Corinne and the population declined to about 300.[16]

Frederick Shearer, in *The Pacific Tourist*, provides a succinct description of the town in the late 1870s and 80s:

> *Corinne in its early history was "a rough town, but the roughs have passed on, or sleep in unknown graves. The town now has three churches, a good school, a large flouring-mill, several commission and forwarding houses, stores of various kinds, etc. It was the freighting point to eastern Idaho and Montana before the Utah and Northern Railroad was built... There are quite a number of hotels and public boarding-houses for the accommodation of guests, the leading, house a brick structure, being the "Central."* [17]

A slightly later description of a more mature town was made by the Railroad Engineer for the Commissioner of Railroads in 1893:

> *Corinne has 300 inhabitants. The yard consists of 1.134 miles of siding, a depot building, freight house, section house and tank, with water supply from Bear River. It has a good system of water works, a restaurant and a first-class hotel, opera house, public hall, bank, 2 churches, weekly newspaper, graded school, mercantile houses of the various branches, a flouring mill, etc.*[18]

Despite losing out several times in its hopes for growth, in 1904 Corinne became the southern terminus of the Malad Valley Railroad which was owned and operated by the OSL.[19] Construction of this route coincided with the OSL building a line from Brigham City to a CP connection at Corinne Junction. OSL then arranged for trackage rights on the existing CP line into Corinne. The construction of this line from Brigham City allowed the CP to eventually change its access to Corinne and points west from using its own trackage into Ogden, to using the OSL line from Brigham City south to Ogden (see description of this change in Corinne Junction section).

The Corinne Station was regionally significant. From early in its existence, the railroad maintained a CP/SP agency in the town. The railroad also maintained a telegraph station and operator. The station, originally constructed by the UP in 1869, handled both passenger and freight traffic and, in 1903, added the capability of express shipments.[20] It was identified as a Class A freight station in 1889, a position it maintained through 1942. (Figure 84)

Figure 84: Corinne Freight Station photographed by Russell Lee in 1940. *Farm Security Administration, Library of Congress.*

In the 1880s, possibly before, the station built or procured the use of a stock yard for livestock. In 1896 it had the capability of holding up to five carloads of livestock. That number increased

to 10 in 1941, just before the line was abandoned. Stock watering service was added in 1916. (Figure 85)

Though there is not contemporaneous information related to early section station operations at Corinne, a 1922 SP Corinne Station map reveals all or, at least a number of structures which date to the 1870s and 1880s. (Figure 86) It is known that a new bunk and cook house were constructed in 1886.[21] A small area within the

Figure 85: Corinne water tank, a wooden stave tank constructed by the UP in 1869. Note newly constructed railroad bridge across the Bear River in the background. Photograph looking west, by A.J. Russell.
Courtesy of the Oakland Museum of California.

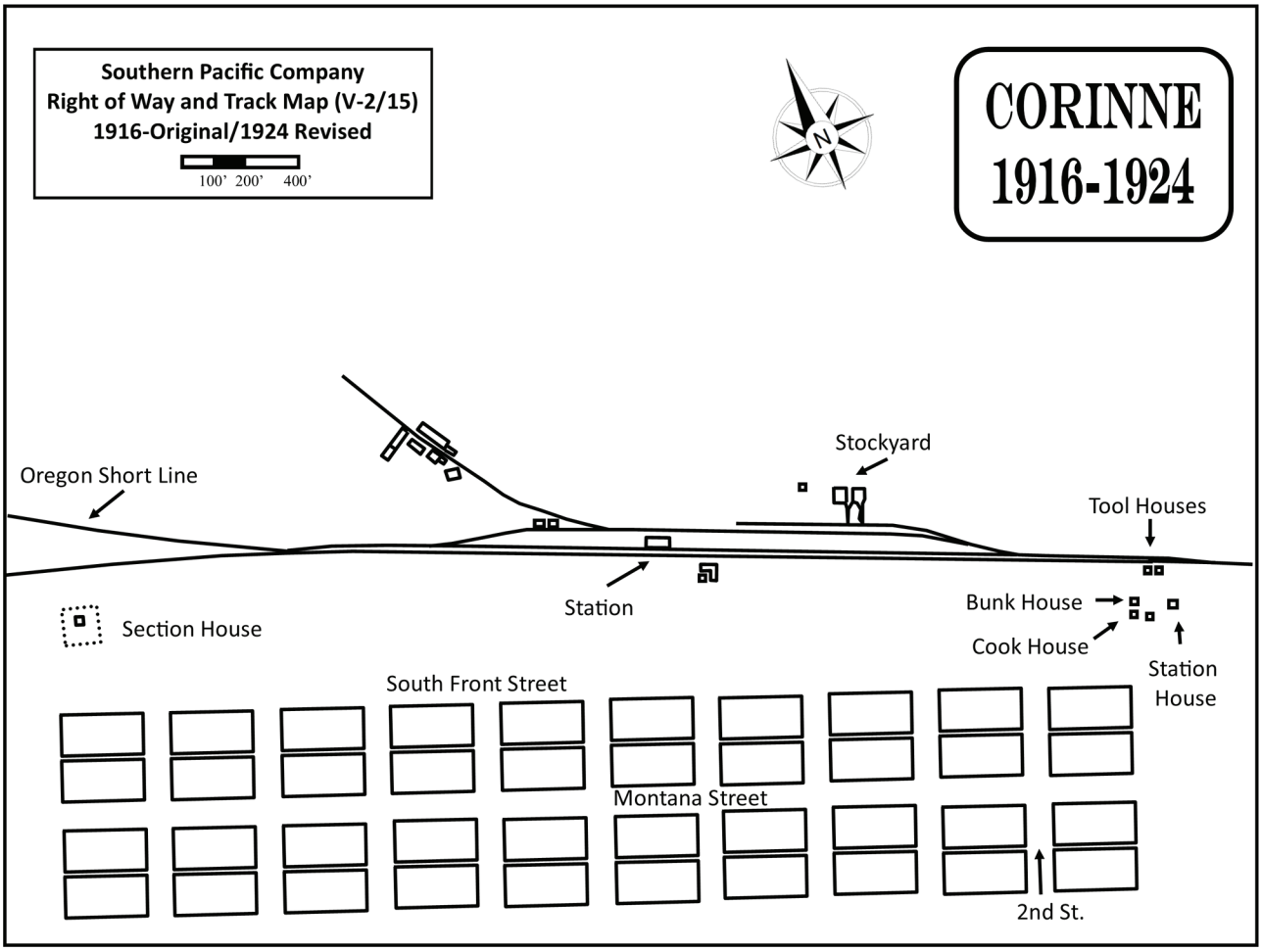

Figure 86: Corinne town and Section Station plat, ca. 1916-1924, re-drawn from the Southern Pacific Company's Right of Way and Track Map.

railroad right-of-way on the east side of Corinne depicts a Section House surrounded by a group of other structures including:

Building	Size
Bunk House	14 by 22 ft
Bunk House	14 by 14 ft
Bunk House	10 by 15 ft
Cook House	8 by 12 ft
Water Closet (Privy)	4 by 4 ft
Cellar	9 by 11 ft
Garage	12 ½ by 17.6 ft
Tool Houses (2) by rails	-------
Scrap Bins between tool houses	

Table 22: Railroad Buildings in Corinne as of 1922.[22]

At least two of these structures (bunk house and cook house) are consistent with China Bunk House and China Cook House configurations at other section stations along the CP route in Utah and Nevada around 1880.[23] Just east of this group of buildings is the stock corral on the north side of the rails measuring 65 ft x 140 ft in size with a 32 ft chute shown extending to a siding. Other SP buildings further west in town included an Icehouse, Agents House with chicken shed, and an exceptionally large building labeled "Warehouse SP Co" with a platform on the rails. This building is also labeled "Station" and, the 1916 ICC report lists it as a "Depot: one story 60' x 80' – frame-built 1870…"[24] Still further west is a 12 ft by 24 ft coal house.

With its withdrawal from servicing sugar beet stations west of Corinne, on October 16, 1947 SP sold all remaining property in Corrine to the OSL along with the 1.55-mile line to Corinne Junction, including spurs, sidings, buildings, and right of way. The agent's dwelling had been sold in November 1942 and the originally constructed UP passenger and freight depot was sold in December of that year.[25]

The depot station still exists, in two sections. At some point after 1942, the building was cut in half. Until recently, one half rested on wooden blocks near its original location [after having been moved from a farmer's field some years before]. The other half is part of a gas station mini mart across the street. Despite the depot's status and condition, it remains the only original 1869 depot in existence from the Transcontinental Railroad, in this case a depot built by the Union Pacific. In the late 1990s there were plans to acquire the other half and restore the depot.[26]

Passenger Train Operations

Passenger train operations through Corinne began with the earliest UP operations in April 1869. In fact, the earliest available UP employee timetable for the area, dated May 10, 1869, shows Corinne as a stop for four trains between Ogden and Promontory. Another 1869 timetable shows six trains with a stop at Corinne.[27] Train traffic continued to oscillate through time in Corinne, dropping to two express trains in 1873, two express and two mixed trains in 1882, and two express trains, two mail trains and two mixed trains in 1889.[28] By 1904 there were six trains passing through Corinne on the SP. Later that year, however, with the opening of the Lucin Cutoff, all that was left was a "Daily, Except Sunday" mixed train.[29]

The OSL completed a branch line from Brigham City, through Corinne to Malad in 1904. Even before that was complete, trains were running from Corinne north to Garland in 1903.[30] By 1904, the OSL Malad Branch was operating passenger service to and from Brigham City. This service continued through the decades, well beyond the abandonment of the CP in 1942. In fact, the UP was still operating a daily, except Sunday, mixed train from Brigham City, through Corinne, to Malad as late as 1973, two years after Amtrak had taken over all major railroad carrier intercity passenger trains.[31] It should also be noted that Corinne still had a siding availability of 48 car lengths that same year.

Corinne Censuses 1870-1920

The population of Corinne in 1870 included many railroad workers. Identifiable from the census are 13 Euro-Americans in railroad positions including roadmaster, freight house clerk, clerk, telegraph

operator, car laborer, and baggage waiter. Like many railroad towns along the CP, Corinne had a relatively large ethnic Chinese population early in its history. In 1870, there were 68 Chinese residents, 33 worked in jobs other than railroading. Thirteen men were identified working in a laundry, six women as housekeepers, two males as store clerks, three men were hotel cooks, one man was a miner and five women, one man and two girls were identified with no occupation.

The 35 Chinese men who worked for the railroad were divided into four different households. One was within a household of launderers and a cook, four were within another household, and 16 and 14 individuals in two others. The four in one household and the single railroad worker, probably worked as railroad hands in town. The remaining 30 Chinese railroad workers were attached to either maintenance or the reconstruction work being carried out on the line, a project shared by expanded crews in Willard and in Blue Creek.[32] The Chinese railroad workers in Corinne in 1870 ranged in age from 16 to 45 with an average age of 29. There were two foremen overseeing the crews, one 35-year-old from Ireland and one 22-year-old from New York.

By 1880, the total number of all railroad workers dropped significantly. There were three Euro-American men employed as CPRR Agent, Telegraph Operator and Foreman. There was a total of 12 Chinese in Corinne, all men.[33] One was a servant, one was a shoemaker and ten were laborers, all likely working on the railroad. There were several other Euro-American laborers in the census as well, but none indicate the nature of the labor. There was one Irish Foreman, age 41. The Chinese laborers lived in four households, three enumerated adjacent to one another and the third is listed immediately preceding the foreman. The Chinese laborers ranged in age from 29 to 49 with an average age of just over 39 showing a significant age increase since 1870.

In 1900 there were 12 identified railroad employees, all Euro-American men, including three station engineers, three telegraph operators, two Irish railroad foremen, one brakeman, one railroad carpenter and one railroad contractor.[34] There were no Chinese in the census. Twenty-six men identified as "day laborers" of which two were from Ireland, two from England, one from Germany and remainder from various states of which nine were from Utah. The fact that there were two railroad foremen in Corinne suggests that a railroad section gang of 10-15 or more (out of the total of 26-day laborers identified) may have been based at Corinne. The large overall number of railroad employees in town reflects that the Promontory route remained the mainline in 1900, requiring considerable attention to railroad operations along the route.

By 1910, the population of Corinne was down to 231 people. While this reduction was not entirely due to construction of the Lucin Cutoff, it contributed. There were still railroad employees in Corinne, but fewer. They included a conductor, a station agent, a section foreman and six railroad hands. The foreman was 60 years old and Canadian English. The six section hands included two 17-year-olds, one from New York and the other Utah, plus four from Italy ranging in age from 21 to 34 and averaging 25.[35] Interestingly, all the railroad laborers lived in a railroad work car, no doubt parked on a siding in Corinne.

Beginning in 1920, Corinne had grown again. The population was 425 with a total of 10 railroad workers, all except one being men. These included a railroad agent, a female railroad clerk, two track walkers, one of them from England, age 50, and the other, age 53, from Mississippi, a Japanese section foreman, age 37 and four section hands. One was from Italy, age 65, and others from the US, ages 18, 19 and 43.[36]

The 1930 Census showed a population of 352 people and, again, identified 10 railroad employees. These included a telegrapher, three section foremen and six laborers. The foremen include one 45-year-old from Denmark, one 59-year-old from Italy, and one 47-year-old from Japan. Laborers include four from the US (three from Utah, 20, 28, 46, and one from Mississippi, 65), and two men, ages 40 and 46, from Mexico.[37]

The 1940 census for Corinne was 411 and reflects the effects of the long Depression. Reduction in staff continued on the railroad just ahead of abandonment in 1942. There is a telegrapher who also served as station agent, a section foreman and six track workers. The section foreman was a 52-year-old man from Japan. The track workers included four from the US (three from Utah, one from California), and two 45-year-old men, one from Mexico and the other from Italy. Interestingly, one of the track workers was a son of the station agent and another was the son of the foreman.[38]

The 1942 abandonment of the SP hurt the economy of the town. As part of the abandonment proceedings, the ICC Examiner asked L. P. Hopkins, Superintendent of the Salt Lake Division of the Southern Pacific about crew staffing for the Promontory branch at that time. He replied that all crew come from the Extra list, because all operations were on-call service on the line at that time. Maintenance crews stationed on the line included a foreman and three men at Corinne, a foreman and three men at Kelton and a foreman and two men at Watercress.[39]

Despite the loss of the SP Promontory Branch Line in 1942, the tracks to Stokes, Dathol and Rochefort remained active for shipping of sugar beets, at least until about 1946. (Figure 87) Even after that time, the Malad Branch of the UP continued, and remains at Corinne today, though Corinne derives limited benefits from the service. The population of Corinne in the 2010 census was 690, just about the same as when it was incorporated 140 years prior.

Figure 87: Sugar beets being loaded onto railroad gondolas in Salt Lake County, ca. 1910s. *Courtesy of Utah State Historical Society.*

Archaeological and Historic Documentation

In 1991, Sagebrush Consultants of Ogden carried out an intensive study of seven trestles on the CP line beginning 11 miles west of Corinne to mitigate effects from a gasoline pipeline accident. This was done as part of a Historic American Engineer Record project administered for the National Park Service.[40] These trestles were typical of most existing along the entire line and provide a snapshot in time of what was common on the railroad. The document is in the Library of Congress collection and includes large format photographs of each trestle and one measured drawing of one of them.

From Newspaper Accounts of Corinne:

As both a small city and a railroad town, Corinne had a wide variety of events that occurred over time since the railroad was constructed. In the first year of its existence, even Promontory was suggested to be a better place to live than Corinne in 1869:

> *In the early part of the present week, an unsophistical Dutchman, who, with his wife and eight children, was **en route** to the Pacific, was swindled out of several hundred dollars, the savings of several years, by a gang of the **elite,***

> ***alias*** *the gamblers, swindlers and scoundrels of the Promontory, leaving the poor folks utterly destitute…This vile and nefarious transaction was the hair that broke the camel's back, for it so incensed the railroad men that they determined to rid the place of all such characters investing it. They accordingly armed themselves, and with Mr. Edwards, agent of the U.P. railroad there, at their head, they gave the crowd a quarter of an hour to leave, placing an engine and car at their disposal to transport them to that boasted mart of commerce, that* ***Chicago of the mountains,*** *Corinne, with its few miserable huts and shanties and "deadfalls".*[41]

And there were natural disasters and incidents befalling both the railroad and the city as well like in 1870:

> *There was a thunderstorm over Box Elder county on Wednesday night, during which the Central Pacific telegraph office, at Corinne, was struck. The fluid tore the operating table to pieces, consumed some of the wire, seared the walls and cut round holes in the window. Fortunately, there was no person injured.*[42]

In mid-1869, the following article indicated smallpox had arrived in Corinne:

> *From the Deseret Telegraph Line, we receive the news, forwarded by the Operator at Brigham City, that the Small Pox is very bad at Corinne…. One of our brethren, who had been working on the railroad at the Promontory returned some five or six weeks ago and by some means brought with him the smallpox, which broke out on him in about a week after he reached home. His wife and children have been down with it, and had it in a severe form; but none have died, and all are fast recovering.*[43]

Through the next several decades of the railroad's existence, there were accidents and crime in the vicinity of Corinne as well such as this story from 1879:

> *A most shocking accident occurred on the Central Pacific, about six or seven miles west of Corinne, last night at 10:30. A man who was beating his way over the road boarded train No. 8, and was running along on the box cars toward the head brakeman, with whom he wished to speak, when he fell between two cars. His body landed outside the rails, but his left arm was caught beneath the wheels and frightfully mangled…*[44]

From the *Ogden Semi-Weekly Standard* in 1889:

> *On the 28th of October an employee of the Central Pacific railroad at the Promontory, by the name of Thomas McCormic, was paid his month's wages, and the next morning he purchased some new clothes and made his way eastward to Corinne. He was seen about 5 o'clock in the evening at supper in the hotel. It was noticed that three strangers were sitting with him, and when he left the tab they went out with him. That was the last seen of him until the next morning. When the section men who run east from Corinne were on their way to work, about two miles out of Corinne, they saw a man's hat on or near the track. In a few moments afterward they discovered McCormic lying in the sage brush a short distance away. Upon going up to him they found he had been dreadfully abused… The section foreman had the unfortunate man taken to Corinne, where Dr. Carrington examined his injuries and pronounced him fatal. The doctor roused the man from his swooning condition and told him he was going to die and to tell who did the deed. The man gasped that two men did it in a caboose. He also said he had two brothers in New York. This is all that could be obtained from the dying may[n]n before he expired.*[45]

And, from the *Salt Lake Herald-Republican* in 1905:

> *The Southern Pacific Station at Corinne was robbed during Friday night by burglars. Among the valuables taken were a Smith Premier typewriter; two large packages of express from Montgomery Ward & Co. valued at $58 and $12 respectively, and several smaller packages. In all the plunder amounted in value to about $200. Sheriff Baily and his deputies are working for the location and arrest of the thieves.*[46]

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[1] Charles Edgar Ames. *Pioneering the Union Pacific, A Reappraisal of the Builders of the Railroad* (New York: Appleton-Century-Crofts Educational Division Meredith Corporation, 1969), 336.

[2] John R. Signor, *Southern Pacific's Salt Lake Division* (Berkeley: Signature Press, 2007), 33.

[3] Madsen and Madsen 1969:105) Brigham D. Madsen and Betty M. Madsen, "Corinne, the Fair: Gateway to Montana Mines," *Utah Historical Quarterly* 37 (1) 1969: 102-123.

[4] *Corinne Daily Mail,* "Corinne," December 22, 1874, 4.

[5] Letters from Collis P. Huntington to Mark Hopkins, Leland Stanford, Charles Crocker, and E.B. Crocker, from August 5, 1860, to March 26, 1873, Collis Potter Huntington Papers, Letterpress copybooks, Central Pacific Railroad, Volume 2 May 7, 1869-Jan. 19, 1870, Special Collections Research Center, Syracuse University, Syracuse, New York.; *Stockton Independent,* December 4, 1869; *Stockton Independent,* December 6, 1869.

[6] Ames, *Pioneering the Union Pacific,* 317-318; US Pacific Railway Commission 1887:4748.

[7] Oliver Ames, [Letter to Treasurer J. M. S. Williams] November 24, 1869, Unit 1, Box 1, SG 5, S1. (Lincoln: Nebraska State Archives).

[8] Ibid. 371-372;

[9] *San Jose Mercury-News,* Settled, December 1, 1869.

[10] Frederick M. Huchel, *A History of Box Elder County* (Salt Lake City: Utah State Historical Society, 1999), 126.

[11] Ibid. 133.

[12] Ibid, 137-139.

[13] *Utah Reporter,* [Article about near completion of Opera House], June 11, 1870, 3.

[14] Brigham D. Madsen, *Corinne, The Gentile Capital of Utah.* Utah State Historical Society, Salt Lake City, 1980, 181, 183.

[15] https://utahrails.net/utahrails/un-rr-1871-1878.php.

[16] Brigham Madsen, Corinne…316.

[17] F. E. Shearer, *The Pacific Tourist* (New York: J.R. Bowman Publishers, 1884), 180-181. https://www.google.com/books/edition/The_Pacific_Tourist/uZA1AQAAMAAJ?hl=en&gbpv=1&dq=Shearer,+Frederick+E.,The+Pacific+Tourist.+Adams+%26+Bishops+1884&printsec=frontcover (accessed 2-21-21).

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[19] *Deseret Evening News,* "Trains to Garland," July 28, 1903, 7.

[20] Personal Communication, email correspondence from Kyle Wyatt to Michael Polk, November 6, 2020; Southern Pacific Company, *List of Officers, Agencies and Stations.* On file Sacramento: California State Railroad Museum Library, 1881-1942.

[21] Railroad Engineer's Report, In: *Annual Report of the Commissioner of Railroads to the Secretary of the Interior, 1886,* (Government Printing Office, Washington, 1886), 22 https://babel.hathitrust.org/cgi/pt?id=umn.31951d00477244u&view=1up&seq=5 (accessed 11-9-20); General Manager's Report by A. N. Towne, In: *Annual Report of the Board of Directors of the Central Pacific Railroad to the Stockholders for the Year Ending December 31, 1886* (Jno. C. Rankin, Jr., Printer, New York, 1887), 32. https://babel.hathitrust.org/cgi/pt?id=uc1.b3866495&view=1up&seq=35 (accessed 11-9-20).

[22] Southern Pacific Company, *Station Map, Corinne. Valuation Department, San Francisco. 1922.* On file: Bureau of Land Management, Salt Lake District Office, Salt Lake City.

[23] Central Pacific Railroad, Nevada and Utah Station Plan Book, 1880, MS79, Central Pacific Railroad Collection, RG 3, Land Department Records (San Francisco: California State Railroad Museum Library.

[24] Interstate Commerce *Central Pacific Railway, Ogden-Bonneville. Structures Valuation. Bureau of Valuation, Engineering Field Notes 1916* (College Park: National Archives and Record Administration, 1916).

[25] Don Strack, *Ogden Rails: A History of Railroading at the Crossroads of the West (Cheyenne: Union Pacific Historical Society, 2005), 113;* Signor, *Southern Pacific's Salt Lake Division.* (Berkeley: Signature Press, 2007), 211.

[26] Michael Burdett, Personal Communication. [Discussion with Michael Polk concerning the history of Corinne Railroad Depot. Mr. Burdett was, at the time, President of the Golden Spike Heritage Foundation in Ogden, 1999].

[27] Union Pacific Company, *UP Time Schedule,* No. 16, 1869. Union Pacific Railroad, *Public Timetable,* 1869.

[28] Southern Pacific Company, *Public Timetable,* (Ogden: Southern Pacific Company, 1873).

[29] Southern Pacific Company, Salt Lake Division, Employees' Time Table 1, June 19th, 1904, (Ogden: Southern Pacific Company); Southern Pacific Company, Salt Lake Division, Employees' Time Table 4, February 1st, 1905, (San Francisco: Southern Pacific Company).

[30] *Deseret Evening News,* "Trains to Garland," July 28, 1903, 7.

[31] Union Pacific Railroad Employee Timetable, 1973. https://utahrails.net/timetables/UP-ETT-1973_UTAH-DIV_48_Don-Strack.pdf (Accessed 10-22-20).

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[38] Ancestry.com. *1940 United States Federal Census* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2009. Images reproduced by FamilySearch. "Corinne, Box Elder County, Utah".

[39] Interstate Commerce Commission, Central Pacific Railway Company et al. Abandonment Proceedings. [unpublished transcript of hearings held in Salt Lake City, May 1 and 2]. Finance No. 13655 (Washington, D.C.: National Archives and Records Administration, 1942), 110-111.

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[41] *Deseret News,* "Correspondence about incident near Corinne," December 1, 1869, 5.

[42] *Salt Lake Herald-Republican,* "Struck by Lightning," August 20, 1870, 3.

[43] *Deseret News,* "Correspondence about smallpox in Corinne," July 21, 1869, 6.

[44] *Salt Lake Herald-Republican,* "Shocking Accident—Fires," August 19, 1870, 3.

[45] *Ogden Semi-Weekly Standard,* "Items from Brigham. A Man Found in a Dying Condition by Section Hands," November 9, 1889, 5.

[46] *Salt Lake Herald-Republican,* "Corinne Station Robbed," June 25, 1905, 7.

CORINNE JUNCTION

Established:	Formally Abandoned:	Milepost:
July 1, 1907	July 30, 1942	811 miles *from San Francisco*

This station was located where a new four-mile-long branch of the OSL (Union Pacific) from Brigham City met the original Transcontinental railroad coming north and west from Ogden to Corinne. Despite Corinne Junction being established as a station in 1907, the track had been in existence since the UP originally constructed the line in March 1869. The new line from Brigham City was built to connect the OSL north-south line from Ogden to Idaho, with a new line, built in 1903, north from Corinne to Malad City, Idaho. In an agreement with the SP, OSL was leased the use of the 1½ mile section of SP track west into Corinne. Corinne Junction existed primarily as a switch, which allowed trains to go east toward Brigham City, west toward Corinne (or to OSL's Malad Valley line) and beyond or south to Ogden, as needed. As part of the agreement with the UP, the SP negotiated use of the existing OSL line from Ogden to Brigham City and then west to Corinne, which would allow the SP to discontinue use of their own line from Corinne Junction south to Ogden, thus saving them the cost of maintaining that track.[1] (Figure 88)

Figure 88: Railroad work crew near Corinne Junction, with Bear River Bridge in background, ca. 1900. *Used by permission, Utah Historical Society.*

Over the period that the SP operated through this station, from 1904 to 1942, there is no indication that the station had a platform. Corinne Junction was listed as a Class E Freight Station. However, there is information that some freight was handled at the station, specifically, sugar beets.[2] During the 1942 ICC Abandonment Proceedings, O. A. Christensen, District Manager of the Utah-Idaho Sugar Company, Garland Factory District, indicated that sugar beets were loaded at both Corinne and Corinne Junction.[3] This is verified by the SP Valuation Map created in 1916. It shows a "Beet Loading Plant", "Platform & Elevator" and a "Water Tank 36" dia" present on the Corinne Junction to Ogden portion of the SP Promontory Branch line at Corinne Junction.[4]

While it is unclear of the exact date when overall operations began by OSL over this line, the company's first passenger train ran from Brigham City to Malad on July 27, 1903.[5] The mixed trains (a combination of both passenger and freight cars) were to run every other day. It was also noted that there were nine stations between Brigham City and Malad, Idaho, one of them being Corinne Junction, though it is not known what type of facilities OSL may have maintained there, if any. On March 13, 1903, a minor wreck occurred on the SP line at Zenda, forcing SP to use the OSL line for the first time, running a passenger train from Ogden through Brigham City and back onto its line at Corinne Junction.[6]

An interesting document provides some sense that the SP may have begun using the OSL connection from Ogden to Brigham to Corinne at an earlier date. "Employee's Joint time Table No. 1" for trains between S.P. Junction and Brigham is dated to take effect Sunday, February 1, 1903, at 12.05 a.m.[7] "S.P. Junction" refers to the junction along the original Transcontinental Line between the OSL and SP in Ogden. This timetable shows

four SP and two OSL freights and three SP and three OSL passenger trains operating over the OSL line beginning on February 1, 1903. That was 13 months before the SP began operating freight trains over the newly constructed Lucin cut-off, and 18 months before passenger trains were allowed on the cutoff.[8]

Though the SP track south of the junction does not seem to have been used after 1904, the rails were not torn up and, after a few years, the line was placed "out of service", though two stations, Enda and Bonneville, remained on the SP Stations list up until 1936, possibly only as place holders for legal purposes, since the 1916 ICC survey of the line indicated no trains had used the line since 1907.[9] Interestingly, during an earlier 1936 unsuccessful attempt to abandon the line, a railroad representative stated that 10 miles of tracks had been removed on the line from Corinne Junction south at some point in the prior several decades by parties unknown.[10]

The Promontory Branch Line was abandoned in July 1942, though a portion was left intact for sugar beet loading between Corinne and Dathol stations, including Stokes and the Rochefort branch line. Many letters between the Utah-Idaho Sugar Company, SP, and the U.S. Navy were exchanged concerning possible acquisition of the line by the sugar company.[11] Though a settlement had not been reached by the date of the most recent letter listed, September 1942, it appears that the situation was eventually settled in favor of retaining that portion of the line, as evidenced by an SP Salt Lake Division map on the back of the 1944 Employee Timetable. It shows a 4.8-mile-long existing branch line extending westward from Corinne to Dathol.[12] In addition, the Railway Age article about the rail removal in July 1942, identifies that only rails from Dathol to Lucin were removed for use by Navy depots.[13]

The branch line to Dathol was not removed until after World War II. This scenario also fits with the fact that the SP did not sell the nearby 1.55-mile portion of its line, from Corinne Junction to Corinne, along with buildings, spurs, and sidings, to the UP until October 1947.[14] This suggests that SP followed the direction of the ICC Examiner who, in his order, requested that the portion of the Promontory Route between Dathol and Corinne be retained to assist in the transportation needs of beet farmers near Stokes, Rochefort and Dathol stations. One final note. In July 1942, when SP removed all the rails from Corinne Junction to Ogden, it exempted a 962 ft long stub at the Junction. It had sold that track earlier to the Utah Idaho Sugar Company as a beet loading station. On April 21, 1950, OSL bought that spur from the sugar company.

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[1] Don Strack, *Ogden Rails: A History of Railroading at the Crossroads of the West* (Cheyenne: Union Pacific Historical Society, 2005), 113.

[2] Southern Pacific Company, *List of Officers, Agencies and Stations.* On file Sacramento: California State Railroad Museum Library, 1905-1942.

[3] Interstate Commerce Commission, Abandonment Proceedings 1942. Salt Lake City. ICC Finance Docket 9791, 212 ICC 402, 147.

[4] Southern Pacific Company, *Right of Way and Track Map, Part of Promontory Branch from Lucin to Beginning of Leased Line west of Cecil Junction, Southern Pacific Company, Salt Lake Division, Box Elder County, Utah from Station 1900.31.6 to Station 1700* (College Park: In National Archives and Records Administration, 1916).

[5] *Ogden Daily Standard,* "Train service inaugurated on Malad Valley Branch," July 29, 1903, 5.

[6] *Ogden Daily Standard,* "Use Oregon Short Line," March 13, 1903, 5.

[7] Oregon Short Line Railroad Company, and Southern Pacific Company, *Employees' Joint Time Table No. 1 Between S.P. Junction and Brigham,* dated February 1, 1903.

[8] *Ogden Daily Standard,* "Formal Opening of Cut-off," September 16, 1904, 6.

[9] Central Pacific Railway, *Ogden-Bonneville. Bureau of Valuation, Engineering Field Notes, 1918* (College Park: National Archives and Record Administration), 10.

[10] Don Strack, [note on SPs attempted abandonment of the Promontory line in 1936]. ICC Finance Docket 9791, 212 ICC 402. (Online Resource: https://utahrails.net/ogden/ogden-sp.php).

[11] Interstate Commerce Commission, *Abandonment Proceedings, Miscellaneous Case Materials,* 1942. Salt Lake City.

[12] Southern Pacific Company, Time Table for the Salt Lake Division 59, November 12, 1944, (Ogden: Southern Pacific Company).

[13] *Railway Age,* "Navy Gets Rail From 116 Miles of Historic Line," February 20, 1943, 398.

[14] Strack, Ogden Rails, 113.

[15] Ibid, 113.

DAYAN

Established:	Formally Abandoned:	Milepost:
January 1, 1902	January 1, 1907	813 miles *from San Francisco*

This short-lived station was established as Dayan in 1902, likely as a freighting stop for local farmers. Like many small stations along the railroad, this one was meant to serve specific local needs. It had no agent, did not have a class of freight station nor was there ever a platform built at this site.[1] The station was abandoned at the end of 1906.

[1] Southern Pacific Company, *List of Officers, Agencies and Stations.* On file Sacramento: California State Railroad Museum Library, 1903-1905.

BRIGHAM (ZENDA; ENDA)

Established:	Renamed Zenda:	Renamed Enda:		Milepost:
April 10, 1874	January 1, 1899	July 1, 1905		816 miles *from San Francisco*
		Out of Service: 1905	FormallyAbandoned: January 1, 1936	

This station was established as Brigham in 1874, named after the nearby city of the same name just three miles away. The station was established to service Brigham City, though it is unclear if it was for purely freight or also included passenger traffic. The name was changed to Zenda in 1899 for unknown reasons.[1] Between 1904 and 1905 Zenda disappears from the SP Agency books and, in its place is a station named Enda, strikingly like its former moniker.[2] Even though the SP took the entire line from Corinne Junction to Ogden out of service in 1904, both this station and nearby Bonneville continued to be listed in the agency books until 1936, but as Class E freight stations beginning in 1912.[3]

Brigham station had no agent nor freight house from its beginning. It was mentioned as merely a siding by early travelers along the transcontinental route. For instance, Shearer states, in *The Pacific Tourist* edition of 1878:

> *Brigham – 816 miles from San Francisco; elevation, 4,220 feet. A side track for the passing of trains. It is the station for Brigham City, which is some three miles away, though it does not look half that distance.*[4]

Beginning in 1890, Brigham is shown to be a Class A Freight Station. No platform was ever listed for Brigham Station which suggests that it never had a formal station house. In fact, several newspaper articles suggest that the Central Pacific was not inclined to build a station. In large part, this was probably because the narrow-gauge Utah Northern Railroad built its line through the city in 1871. That line became the UP controlled Utah and Northern Railway in 1878 and, in 1890, part of UP's Oregon Short Line.[5] A station was built in Brigham City during this time.

In a promising note to the Brigham City community in 1892, an article in the Brigham City Bugler suggested CP might be interested in building a station of their own:

> *An agent of the Central Pacific Co. was in town, Thursday. He seemed authorized to say this much for the company, that if the people of Brigham City would construct a road to the C.P. track, west of town, the company would put in a side track. In time they would probably erect a station house there if the business would justify. The County Court seems to be inclined to build the road called for if they can secure the co-operation of the city, which no doubt will be given. This road would cost but a few hundred dollars, and a side track at this point would be considerably more convenient than the Three Mile Creek switch, now used by Brigham people, which is a mile and a half further from town than the one now proposed.*[6]

A follow up to this encouraging article was found in the same paper the following year which suggests that no progress had been made on this front:

> *What has become of the Central Pacific switch and station that were to be built all so fast west of Brigham? Of course, the business men of Brigham can erect the railway station down there in the mud if they choose, but we do not believe the railway company ever will.*[7]

No further information about the situation was found. Several articles described shipments and travels to and from the "Brigham City Station", but these referred to the station of the Oregon Short Line or, the more recently built Utah Idaho Central Railroad.

The Brigham CP station (referred to as the Southern Pacific beginning in 1902) became Zenda in 1899 and then Enda in 1905. Despite not having through rail traffic after 1905, the name remained on the SP *List of Officers, Agencies and Stations* until 1936, as did Bonneville. This was likely to hold title to the Right-of-Way as mentioned in an ICC report.[8]

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[1] Lynn D. Farrar, *Listing of Overland Route Stations and Mileage: Central Pacific Railroad Southern Pacific Railroad, 1866-1996* (Online resource, http://www.cprr.org/Museum/CP_MP0_OVERLAND_ROUTE.html)

[2] Southern Pacific Company, *List of Officers, Agencies and Stations.* On file Sacramento: California State Railroad Museum Library, 1905.

[3] Southern Pacific Company, *List of Officers, Agencies and Stations,* 1904-1936.

[4] Henry T. Williams, *The Pacific Tourist,* (New York: Adams & Bishop, 1878), 162. *The Pacific Tourist. Williams' Illustrated Trans-Continental Guide of Travel, from the Atlantic to the Pacific Ocean.* Henry T. Williams, Publisher, New York. https://www.google.com/books/edition/The_Pacific_Tourist/wRtXl873sw8C?hl=en&gbpv=1&dq=The+Pacific+Tourist+1878&printsec=frontcover (accessed 2-21-21).

[5] Don Strack, Union Pacific Depots in Utah, (Online Resource, https://utahrails.net/up/up-in-ut-depots.php), (Accessed 10-22-20).

[6] *Brigham City Bugler,* [Article concerning possible CP Station,] September 9, 1892,. 1.

[7] *Brigham City Bugler,* [Article Questioning why there is no station], February, 1893, 1.

[8] Interstate Commerce Commission, Central Pacific Railway, Ogden-Bonneville. Bureau of Valuation, Engineering Field Notes, 1918 (College Park: National Archives and Records Administration, 1918), 10.

WILLARD

UP Tracks Reached here:	Established:	Formally Abandoned:	Milepost:
March 17, 1869	April 10, 1874	January 1, 1905	819 miles *from San Francisco*

The location of Willard was reached by UP tracks on March 17, 1869. The CP established a station here called "Willards" on April 10, 1874. The name was changed to Willard on March 1, 1879.[1] The name was adopted from the community it was in, named after a Mormon Church Apostle, Willard Richards.[2] Early in the history of the CP, even before this station was formally established, a relatively large group of Chinese laborers were based in Willard City, likely working on the reconstruction of the railroad alignment between Ogden and Promontory.[3] The 1870 Federal Census of Willard City identified one foreman, age 29 from Michigan, and 31 Chinese laborers ranging in age from 16 to 45 and averaging 31 years old.[4]

SP station lists from 1881 to 1888 show Willard as a non-agency station with no services. In 1889, it becomes a Class A Freight Station with freight platform and remains that way until it drops from the list after 1903.[5] The station was never shown as a stop for passenger trains. The fact that the station was a Class A Freight Station with platform suggests Willard's importance was as a shipping station for local fruit and vegetable crops. This was central to the economy of Willard during the late 19th Century. The station ceased to exist just prior to a joint trackage agreement between the SP and OSL. In 1904 SP began using the parallel OSL Line to access its Promontory Route. The SP line on which the Willard Station was located was then placed out of service. Willard was formally abandoned as a station at the end of 1904.

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[1] Lynn D. Farrar, Listing of Overland Route Stations and Mileage: Central Pacific Railroad Southern Pacific Railroad, 1866-1996 (Online resource, http://www.cprr.org/Museum/CP_MP0_OVERLAND_ROUTE.html); John R. Signor, *Southern Pacific's Salt Lake Division* (Berkeley: Signature Press, 2007), 463.

[2] Frederick M. Huchel, *A History of Box Elder County* (Salt Lake City: Utah State Historical Society, 1999), 411.

[3] Michael R. Polk, Christopher W. Merritt, and Kenneth P. Cannon, *Chinese Workers at Central Pacific Railroad Section Station Camps, 1870-1900.* Web Exclusive Essay, Stanford University Chinese Railroad Workers of North America Project. Stanford, California. https://web.stanford.edu/group/chineserailroad/cgi-bin/website/wp-content/uploads/2019/05/Chinese_Workers_at_CPR_Section_Station_Camps_Polk_Merritt_Cannon.pdf , Footnote 11.

[4] Ancestry.com. *1870 United States Federal Census* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2009. Images reproduced by FamilySearch. "Willard City, Box Elder County, Utah".

[5] Southern Pacific Company, *List of Officers, Agencies and Stations.* On file Sacramento: California State Railroad Museum Library, 1881-1903.

RUTLUM (RUTLAM)

Established:	Abandoned:	Milepost:
January 1, 1902	January 1, 1907	820 miles *from San Francisco*

Rutlum was a short-lived station located between Willard, to the north, and Bonneville to the south. It was likely established as a local freighting stop for fruit crop farmers in the area. Rutlum begins as a freight class D station and is upgraded to a class A station by 1904.[1] The station ceased to exist when the SP, through a joint trackage agreement, began using the parallel Oregon Short Line in 1904. The SP line on which the Rutlum Station was located was then placed out of service and the station abandoned at the end of 1906.

[1] Southern Pacific Company, *List of Officers, Agencies and Stations.* On file Sacramento: California State Railroad Museum Library, 1903-1905.

BONNEVILLE

UP Tracks Reached here:
March 13, 1869

CP Station Established:
December 1, 1869

UP Station Established:
March 1869

Out of Service:
1905

Formally Abandoned:
January 1, 1936

UP Milepost:
1043 miles
from Omaha

CP Milepost:
823 miles
from San Francisco

Bonneville was an important section station along the Transcontinental Railroad. It was located about 11 miles north of Ogden. The stop was established as Hot Springs on March 13, 1869 as a UP construction camp and, shortly thereafter, as a station. It was renamed "Bonneville" a short time later after Benjamin Louis Eulalie de Bonneville, a French-born officer in the United States Army who led an expedition to the Northwest in 1832. He sent part of his party, led by a Mountain Man named Joe Walker, south to explore the Great Salt Lake. In 1890 Lake Bonneville, the large Pleistocene lake covering much of northern Utah, was named for the same Lt. Bonneville by the famous geologist G.K. Gilbert.

Shortly after tracks reached Bonneville, the UP undertook platting of a townsite with the possible intention of making this town the terminus of their Utah Division.[1] The UP platted both Bonneville and Corinne with the idea that either could become that terminus.[2] In a notice posted on March 22, J. M. Eddy, Esq., Agent for the Union Pacific, stated:

> *The New Town – The Union Pacific Railroad Company is now prepared to sell lots in the new town of Bonneville, located seven miles north of Ogden, on the line of the U.P. road. One hundred lots will be offered at auction on Monday, the 22nd instant, at 10 a.m., by an agent on the ground the highest bidder, above a minimum price fixed by the railroad company, being allowed choice of lots. A plot of the town can be seen on the town site, and after the 17th inst. Terms cash.*[3]

Only a few lots were sold and, shortly after, UP decided against Bonneville as a potential terminus.[4] Bonneville continued as a station by the same name after purchase of the Promontory to Ogden portion of the line by the Central Pacific Railroad, effective December 1, 1869.[5]

During most of its operational life (1869-1905), Bonneville supported a permanent railroad crew to carry out maintenance of track and structures both to the south and north. Around 1880, facilities consisted of a rail siding, two section station houses, a China House (bunkhouse for Chinese railroad workers), and a hand car house.[6] (Figure 89). While the 1870 Census does not specifically call out Bonneville, it is listed at the very end of the census for Willard Precinct, a census area encompassing areas beyond Willard City. There census takers listed 12 Chinese railroad workers and two Irish foremen. The foremen were 29 and 24, the former with a housekeeper. The census shows the foremen living in separate residences, which probably accounts for the two section houses at the station. The 12 Chinese laborers likely lived in the China bunk house and ranged in age from 15 to 35, averaging 25 years old.[7]

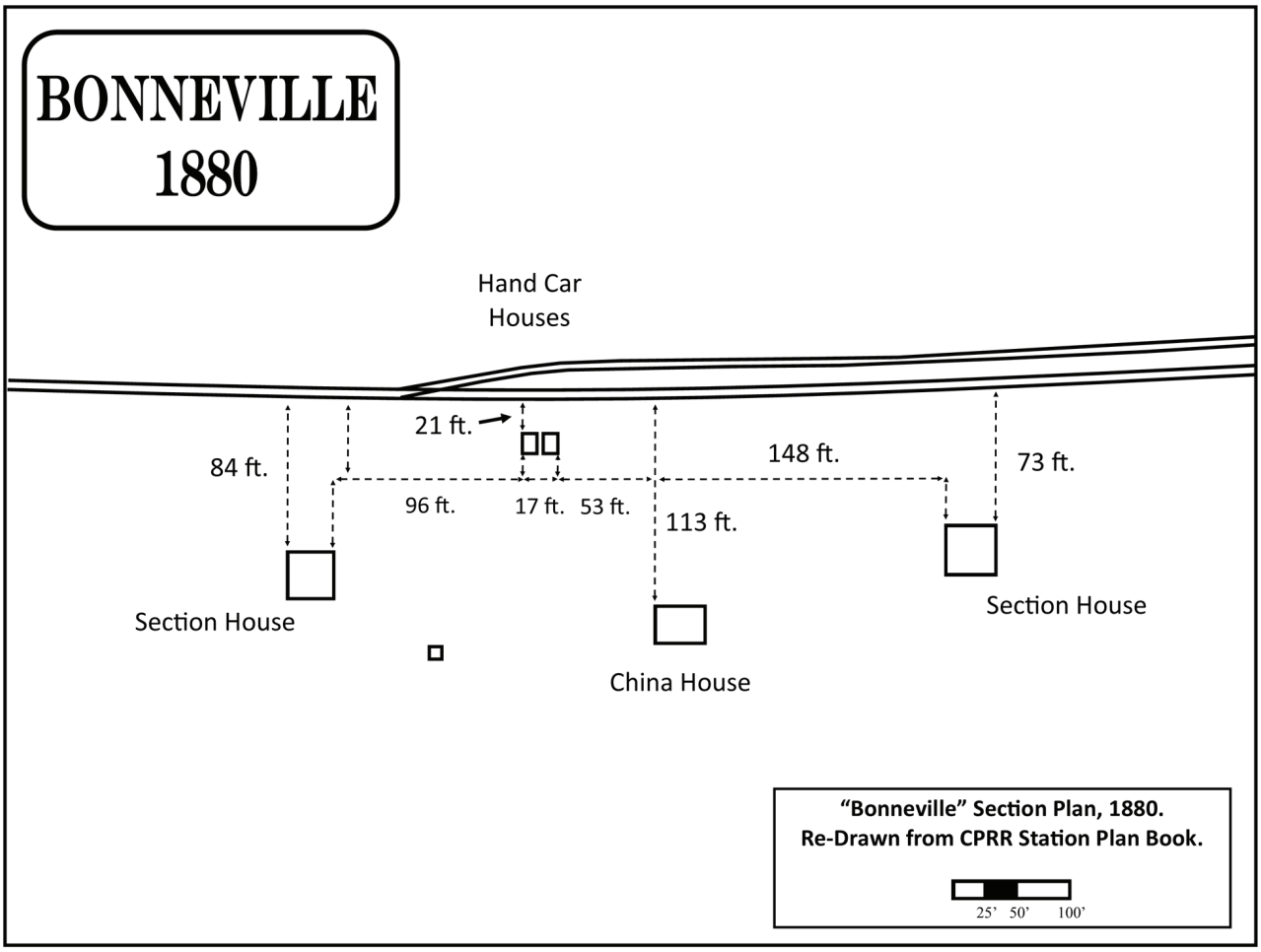

Figure 89: Bonneville Section Plan, ca. 1880, re-drawn from Central Pacific, Nevada and Utah Station Plan Book, 1880.

The 1880 census still does not call out Bonneville, but within the "Willard Precinct", on page 12 there is a heading of "Bonneville Railway Station" with a group of railroad workers following. The census on this page shows James Toombs, 55 and another James Toombs, 30, with a family, most likely father, and son, both from England, in separate households. As with the 1870 census, each probably occupies the two separate section houses shown on an 1880 CP drawing of the station. There are 13 Chinese laborers at the station, all in the same household and, undoubtedly, living in the China Bunkhouse. They range in age from 18 to 45 with an average age of 31.[8] An article appeared in the *Ogden Daily Standard* in 1902 about the death of the elder Mr. Toombs, at age 77. Apparently, he had worked for the SP for 35 years as a section foreman and was considered, "One of the oldest railroad employees in the west and probably the oldest in Utah".[9]

Station crews were large during the period that Bonneville operated since this represented the mainline of the Transcontinental, and the only east-west railroad route in the United States between 1869 and 1882. This was one of many stations along the Promontory Route which appears to have maintained all Chinese worker crews from 1869 into the 1890s. While duties would have varied through the decades as railroad operations changed, technology improved and freight and passenger train needs changed, this crew likely maintained the integrity of the railroad from a few miles north of Ogden to a point south of Corinne Junction.

The last count available for Bonneville was the 1900 US Census, extracted from the Union Precinct. That count has an interesting mix of people. Seventy-five-year-old James Toombs (who first showed up in the 1880 census) is a railroad foreman (perhaps in retirement), as are two Irishmen, ages 41 and 51. There is also a small crew of eight laborers. Six Italian men live together, ages 26 to 52, and two Americans live separately with their families, ages 31 and 40. Average age of the laborers is 36. The English foreman immigrated in 1867, and the two Irish foremen in 1864 and 1867. The Italian laborers immigrated between 1883 and 1896.[10]

In the 1890s, Utah Hot Springs, located less than two miles to the south, became a popular destination for people from Salt Lake City and Ogden. So popular, in fact, that SP established a railroad station there on August 1, 1893, along with stations already present for the Oregon Short Line and the Utah Idaho Central. Bonneville was the nearest section station to the Utah Hot Springs and crews from Bonneville likely maintained the CP railroad facilities there.

The earliest available records of operation of the Bonneville Section Station begin in 1881. The station is shown as a non-agency station with no services up through 1887.[11] A telegraph office, symbol "BA", is added in 1888, but is only sporadically listed afterward, in 1890 and 1893 and then, under call signal "V" from 1901 through 1903. The station becomes a Class A Freight Station in 1890, remaining that way until 1912 when it changes to a Class E Freight Station, meaning it does not handle freight.[12] It remains that way until abandonment at the end of 1935.

The line on which Bonneville station is located went out of service after the SP, per agreement with the OSL in 1903, began routing their trains onto the adjacent OSL tracks from Ogden, through Brigham City and west to Corinne.[13] In 1904 the Lucin Cut-off was completed across the Great Salt Lake and through SP freight trains were re-routed onto that line in April. Passenger traffic followed in September.[14] The agreement with the OSL allowed the SP to drop use and maintenance on about 30 miles of the original transcontinental line from Ogden to Corrine Junction. The SP List of Officers, Agencies and Stations continue to list both Bonneville and Enda, a station to the north, up through 1935. It is possible that some local freight operations were still carried out on the line after most traffic was shunted onto the OSL line, but the fact that no structural features are shown on the 1916 SP valuation maps, and that the ICC notes show that the track had not been in use since 1907, suggests that these station listings may have been more "place holders" than actual operating stations after 1907.[15]

Over its history, much activity was associated with the Bonneville Station. Passenger traffic was considerable. In 1882 there were two daily passenger trains and two mixed trains.[16] In 1890 there were four daily passenger trains and by 1904 there were six.[17] In 1892 a "handsome railroad station" was said to be under construction at Bonneville and a new town established by the stockyards in the area.[18] This would not be surprising, for at this time the line was still one of the only transcontinental railroads in the country. The Bonneville telegraph office is mentioned in a newspaper article from September 1900, mentioning that it was installed due to "a rush of business" occurring along the line.[19]

Nine years following the agreement with the OSL which, through a joint track agreement, allowed the CP to cease operations on their line between Ogden and Corinne Junction, a 1916 ICC Valuation survey took place along this section of the CP. In the 1918 report covering the area from Ogden to Union Junction (mistakenly identified as Bonneville in the ICC report), just south of Bonneville Station, it is said that the track is not in use and has not been operated over since 1907. In 1907 75-pound track was removed and replaced with 35-pound track that had been used on the Mina Hazen Branch of the CP since 1881.

Apparently, this change in track was, "to hold title to the Right of Way between these points", meaning that it was not intended to be used by trains, but only to provide a legal hold on the route.[20] In another note on "Inventory of Property", E. C. Kinnear, Structural Engineer, wrote, in part, concerning adjacent Valuation Section #2, Utah to the north:

> *The bridges or buildings if there are any on the line from Corinne South toward Ogden to the end of the section [Union Junction, where Valuation Section #3 begins], as the bridges are washed out and burnt in a number of places and on account of high water could not get over the line. This stretch of track has not been operated for over 13 years and is abandoned as far as the bridges and buildings are concerned.*[21]

This portion of the line included the stations of Dayan, Rutlum, Enda, Willard, Utah Hot Springs, and Bonneville. Also, the 1916 Valuation Survey map shows Bonneville itself with no structures drawn on the map, but with the label China Ho [China House], along the rails at the station, almost certainly referring to the China House depicted in the 1880 drawings of the station.[22] What prompted the survey crew to label the house on the map while not drawing a rectangle for the structure is not known. On the Track Notes for Bonneville, the station platform is listed as still present in 1916.

Archaeology

Since 2015, Aspen Ridge Consultants archaeologists have undertaken several visits to the area once occupied by the Bonneville Station to record it. It was difficult to establish an exact location because the I-15 freeway is immediately to the west of the former station and its construction, no doubt had an adverse effect on the area where Bonneville once stood. In addition, according to a local landowner, multiple reconstructions of the adjacent Union Pacific Railroad roadbed seriously altered the landscape in the area where Bonneville station once stood. During these visits, the location of Bonneville was generally established, but it appears that the station and all former features have been buried and perhaps, entirely erased from the landscape.

Newspaper Stories

Robberies were not uncommon along the railroad. Two of note occurred involving Bonneville. In December 1895, a Miss Carpenter had her silk dress and seal skin coat stolen at nearby Utah Hot Springs. Apparently, Ogden police captain Seloa went in search of the culprit at nearby Bonneville and assisted by a Chinese railroad worker, extracted a confession of the act from Ah Ling, another railroad worker. Ah Ling took the officer to Forbes' second-hand store where the cape was found.[23]

Another robbery occurred in Bonneville itself in 1895 when Ah Fuke, a "Chinaman section hand" on the Central Pacific told police that he had been robbed of $175 in gold by another "Chinaman" named Mon Wah. Apparently, the two had spent the night in Ah Fuke's "den" at Bonneville, smoked some "festive opium" together and discussed their business. After going to bed, Ah Fuke awoke to find his friend gone along with the money. There was no indication that Mon Wah was ever seen again.[24]

In 1900 the Bonneville Railroad Station House was robbed the night of May 3 and the thief took personal effects of one E. Martin. The thief was arrested by the Sheriff the next day.[25]

Foreshadowing the ending of Bonneville was a note in the *Ogden Daily Standard* in July 1901 that said that an extra gang had been boarding in a railroad car on the siding at Bonneville. Thirty to forty men in this gang were, apparently, ballasting the roadbed. The newspaper suggested that the improvements being done between Ogden and Promontory, were in anticipation of the beginning of construction work on the Ogden-Lucin Cutoff.[26]

[1] *Weekly Telegraph,* [Article concerning new town of Bonneville, Utah]. Salt Lake City, March 18, 1869, 6.

[2] Madsen and Madsen 1969:105) Brigham D. Madsen and Betty M. Madsen, "Corinne, the Fair: Gateway to Montana Mines," *Utah Historical Quarterly* 37 (1) 1969: 105.

[3] Thomas Bates [notice of sale attached to letter from Theo. H. Bates to F. S. Hodges Esq. {of UP} dated March 22, 1869]. (Lincoln: Nebraska State Archives, Lincoln. Ms.3761, Box SG-14, Box 1, Folder: Bates, Thomas H.)

[4] Don Strack, *Ogden Rails: A History of Railroading at the Crossroads of the West* (Cheyenne: Union Pacific Historical Society, 2005), 113.

[5] Ibid, 16.

[6] *Central Pacific Railroad, Nevada and Utah Station Plan Book, 1880, MS79, Central Pacific Railroad Collection, RG 3, Land Department Records,* Sacramento: California State Railroad Museum Library, 142-143.

[7] Ancestry.com. *1870 United States Federal Census* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2009. Images reproduced by FamilySearch. "Willard Precinct, Box Elder County, Utah".

[8] Ancestry.com. *1880 United States Federal Census* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2009. Images reproduced by FamilySearch. "Willard Precinct, Box Elder County, Utah".

[9] *Ogden Daily Standard*, "Aged Railroad Man Dies," June 7, 1902.

[10] Ancestry.com. *1900 United States Federal Census* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2009. Images reproduced by FamilySearch. "Union Precinct, Box Elder County, Utah".

[11] Southern Pacific Company, *List of Officers, Agencies and Stations,* On File Sacramento: California State Railroad Museum Library, 1881-1887.

[12] Southern Pacific Company, *List of Officers, Agencies and Stations,* On file Sacramento: California State Railroad Museum Library, 1888-1912.

[13] Strack, *Ogden Rails,* 113.

[14] *Ogden Daily Standard,* "Opening to Traffic the Ogden-Lucin Cut-off," September 16, 1904 p. 4.

[15] Central Pacific Railway, *Ogden-Bonneville. Bureau of Valuation, Engineering Field Notes,* (College Park: National Archives and Record Administration); Southern Pacific Company, *Right of Way and Track Map, V-2, 35. Part of Promontory Branch from Lucin to Beginning of Leased Line west of Cecil Junction. June 30, 1916* (College Park: National Archives and Records Administration, 1916).

[16] Central Pacific Railway, *Timetable,* 1882.

[17] John R. Signor, *Southern Pacific's Salt Lake Division* (Berkeley: Signature Press, 2007), 63; Southern Pacific Company, Salt Lake Division, Employees' Time Table 1, June 19th, 1904, (Ogden: Southern Pacific Company). Southern Pacific Company, SP Timetable, (Ogden: Southern Pacific Company, 1904).

[18] *Salt Lake Tribune,* "Bonneville Railroad Station being built," June 5, 1892.

[19] *Ogden Daily Standard,* "Telegraph office at Bonneville," September 10, 1900.

[20] Central Pacific Railway, *Ogden-Bonneville. Bureau of Valuation, Engineering Field Notes, 1918* (College Park: National Archives and Record Administration), 10.

[21] Ibid.

[22] *Central Pacific Railroad, 1880.*

[23] *Ogden Daily Standard,* [Chinaman who stole silk dress arrested], December 20, 1895, 4.

[24] *Salt Lake Herald-Republican,* "The Celestial Fessed Up," December 21. 1895, 7.

[25] *Salt Lake Herald-Republican,* [Bonneville Station House Robbed], May 5. 1900, 7.

[26] *Ogden Daily Standard,* "Work on S.P.," July 26, 1901, 6.

UTAH HOT SPRINGS

UP Tracks Reached here:	Established:	Formally Abandoned:	Milepost:
March 12, 1869	August 1, 1893	July 1, 1907	825 miles *from San Francisco*

Utah Hot Springs or Hot Springs was a station established in 1893 at a natural hot spring about two track miles south from Bonneville Station.[1] (Figure 90) Though the CP does not list Utah Hot Springs on its station list until 1895, the Hot Springs was, apparently, popular as early as 1869 when the UP controlled this portion of the Promontory Route. The first UP timetable available, dated May 10, 1869 shows Hot Springs Station as one of only four passenger stations on the Transcontinental line located between Promontory and Ogden, the others being Blue Creek and Corinne.[2] On the Utah and Northern Railway schedule for 1885,[3] Hot Springs is a stop for four passenger trains.[4] Even as late as 1960, Hot Springs was a stop on the UP line from Ogden north to Pocatello with two passenger trains, four freights and two mixed trains.[5]

Figure 90: Utah Hot Springs, ca. 1900.
Courtesy of the Utah State Historical Society.

The SP began listing Utah Hot Springs as a station in 1893 at Milepost 825. It continued to be listed through the 1890s, adding a platform in 1895 and, briefly, a telegraph office in 1895-96. In 1905 Hot Springs becomes a Class A Freight Station and drops from the list in 1907.[6] It is doubtful that the station stayed open until 1907. There may have been some sporadic local service to this station until that time, but general service on the line was discontinued from Ogden to Corinne Junction in 1905 following an agreement made with the UP (owner of OSL) in 1903 to use the OSL Line to Brigham City and then west to Corinne.

There were several other parallel lines serving the Hot Springs resort as well. The Utah Northern Railroad was built through Hot Springs in 1871. Though the line was incorporated into the Utah and Northern and then the Oregon Short Line, Utah Hot Springs was always a station stop, and continued as a regular stop through the 1950s.[7] Beginning in 1909, the Ogden Rapid Transit Company began operating its "Hot Springs Line" for Ogdenites wanting to enjoy the resort north of Ogden. The line was later extended and taken over by the Utah Idaho Central Railroad.[8] The Utah Idaho Central continued serving the station until the railroad was abandoned in 1947.[9]

Utah Hot Springs became a commercial establishment well before 1890.[10] A 1915 geological guidebook provided a description of the resort:

> *The Utah Hot Springs hotel and sanitarium is a bathing resort that has some reputation for the relief of rheumatism. It is equipped with an open-air concrete pool 125 feet square, two indoor pools 28 by 45 feet, several smaller pools, and private baths. Small circular stone walls enclose*

the springs, which are just south of the station. The water, which is strongly charged with salt and other minerals, has a temperature of 131 [degrees] F.[11]

Though it was quite popular throughout the first half of the 20th Century, as with many similar resorts of this type in Utah, it declined during the 1960s, ultimately closing in 1970.

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[1] Southern Pacific Company, *Track Profiles. Vol. 5* (of 5) (Reno: Nevada Historical Society, n.d.).

[2] Union Pacific Railroad, *Time Schedule No. 16,* 1869.

[3] (UP Idaho Division).

[4] Union Pacific Railroad, *Idaho Division Employee Timetable,* 1885.

[5] Union Pacific Railroad, *Utah Division Employee Timetable,* 1960.

[6] Southern Pacific Company, *List of Officers, Agencies and Stations,* On file Sacramento: California State Railroad Museum Library, 1895-1907.

[7] Union Pacific Railroad, *Utah Division Employee Timetable,* 1947-1960.

[8] Ira L. Swett, "Interurbans of Utah. *Interurbans Special 15.* Interurbans," (Los Angeles: The National Electric Railway News Digest, 1954), 70.

[9] Ibid, 77.

[10] *Salt Lake Tribune,* "Utah Hot Springs", (Salt Lake City: Utah State Historical Society, 1890).

[11] Lee T. Willis, Ralph W. Stone, Hoyt S. Gale, *Guidebook of the Western United States.* Part B. The Overland Route (Washington: U.S. Geological Survey, Bulletin 612, 1915), 105.

CAWDOR

Established:	Out of Service:	Formally Abandoned:	Milepost:
January 1, 1899	1905	January 1, 1907	828 miles *from San Francisco*

Cawdor was the second station north of Ogden on the original line of the Central Pacific, though it was a short-lived station. Established early in 1899 when it was handwritten into the Station List, it is one of the few stations located in Weber County and nearest to Ogden, perhaps about a mile or so north of the city limits. The station is listed through 1905 when it shows as a Class A Freight Station.[1] After that year, it drops from the list, as do most stations during this time on the line between Ogden and Corinne Junction. An agreement with the UP allowed the SP to operate its trains over the OSL between Ogden and Brigham City and then west to Corinne, beginning in 1903, though it is not clear when service on the old line completely ended.

Cawdor appears on the 1904 and 1905 SP Employee timetables.[2] In 1904 it shows six Overland Route passenger trains that came through this station. One Second Class mixed train was shown on the line in 1905, after through traffic had been diverted to the Lucin Cutoff in September 1904.

Little information is known about this station, though one rather interesting story was captured in the *Ogden Daily Standard* of August 7, 1903.[3] A miner from Golconda, Nevada by the name of William Majors, was riding an east-bound freight train on the platform of a coal car. As the train left Cawdor station, a man appeared on the same platform and pointed a revolver at Majors and subsequently demanded that he hand over his money. Apparently, Majors thought the man was joking and pushed the gun aside at which point it discharged several times. A struggle for life itself ensured, and Majors was able to punch the man in the face several times. During the tussle, the gun went off several more times, wounding, and debilitating Majors. The unnamed robber was then able to take Major's gold watch and five dollars and left the train. When the train reached Ogden, Majors was taken to the hospital with serious wounds. He gave a description of the man to the police and they began a search. A suspect was arrested at Brigham City later that day.

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[1] Southern Pacific Company, *List of Officers, Agencies and Stations,* On file Sacramento: California State Railroad Museum Library, 1899-1905.

[2] Southern Pacific Company, Salt Lake Division, Employees' Time Table 1, June 19th, 1904, (Ogden: Southern Pacific Company); Southern Pacific Company, Salt Lake Division, Employees' Time Table 4, February 1st, 1905, (Sacramento: Southern Pacific Company).

[3] *Ogden Daily Standard,* "Miner's Struggle with a Train Robber," August 7, 1903,. 5.

CHASE

Established:	Formally Abandoned:	Milepost:
July 1, 1883	July 1, 1907	828 miles *from San Francisco*

Chase was the first station located on the Central Pacific line north of Ogden. It is depicted on the SP List of Officers, Agencies and Stations beginning in 1883 where it is shown five miles north of Ogden but lists no services. In 1892 it becomes a Class A Freight Station and continues as such until July 1907. In 1900 and 1901 Chase is shown as a half mile south of Cawdor. Chase disappears from the Southern Pacific Agency book between January and July 1907.[1] Like most other stations on the line from Ogden to Corinne Junction, Chase was placed out of service and then later abandoned when the SP, through a joint trackage agreement, began using the parallel OSL in 1903.

Interestingly, Chase does not appear on any available timetables. However, adjacent Cawdor does appear on the 1904 and 1905 SP Employee Timetables.

[1] Southern Pacific Company, *List of Officers, Agencies and Stations,* On file Sacramento: California State Railroad Museum Library, 1883-1907.

UNION JUNCTION

Formally Established:	Formally Abandoned:	Milepost:
March 1, 1879	June 1, 1890	828 miles *from San Francisco*

Union Junction was the formal meeting point between the CP and UP per mutual agreement of the railroads and formalized in an Act of Congress.[1] On April 10, 1869, after much debate, the UP and the CP decided on Promontory Summit as a meeting place, with the caveat that the UP would sell its constructed line to the CP from a point five miles west of Ogden to Promontory Summit, approximately 48.5 miles in length. As part of this agreement, the UP leased the CP its last five miles of track into Ogden for 999 years to provide the CP access to Wasatch Front markets. At the end of that five miles of track from Ogden lay "Union Junction".

Union Junction was a dream of Collis Huntington, President of the CP. Early on, it was planned to be a place that would become a center of commerce and gathering (as opposed to nearby Ogden).[2] According to the 1872 *Crofutt's Trans-Continental Tourist's Guide,* "the companies [UP and CP] propose to jointly erect at this "junction" ample permanent buildings to accommodate their own interests- as well as magnificent buildings," and went on to describe the grand Wahsatch Hotel that would be built at this site.[3] Alas, such never came to be as the 1884 *Pacific Tourist* describes, "[w]e soon arrive at the point of junction…but find no magnificent hotel, or other buildings, or any evidence of any. "Union Junction" is therefore a myth and exists only in the fertile imagination".[4] Ogden itself was the natural candidate to become this magnificent place and ultimately, did.

Union Junction was formally established as a station along the CP on July 1, 1879. No services were ever shown for this station. Most years show it 4 ½ to 5 miles north of Ogden and, beginning in 1883 a quarter to a half mile south of Chase Station. Union Junction is dropped from the SP Station Lists after 1889.[5] It was formally abandoned as a station on June 1, 1890, perhaps in recognition that it never reached the level of Huntington's 1869 dream.

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[1] David Haward Bain, *Empire Express: Building the First Transcontinental Railroad* (New York: Penguin Putnam, 1999), 633.

[2] Ibid, 633.

[3] George A. Crofutt, *Crofutt's Trans-Continental Tourist's Guide* (Chicago: Croffut & Company, 1872, 110). https://www.google.com/books/edition/Crofutt_s_Trans_continental_Tourist_s_Gu/lqIXAAAAYAAJ?hl=en&gbpv=1&dq=1872%09Crofutt%E2%80%99s+Transcontinental+Tourist%E2%80%99s+Guide.+George.+A.+Crofutt,+New+York.&pg=PA105&printsec=frontcover (accessed 2-21-21).

[4] Frederick E. Shearer, *The Pacific Tourist* (New York: Adams & Bishop, 1884), 179. https://www.google.com/books/edition/The_Pacific_Tourist/uZA1AQAAMAAJ?hl=en&gbpv=1&dq=Shearer,+Frederick+E.,The+Pacific+Tourist.+Adams+%26+Bishops+1884&printsec=frontcover (accessed 2-21-21).

[5] Southern Pacific Company, *List of Officers, Agencies and Stations,* on file Sacramento: California State Railroad Museum Library, 1881-1890.

CECIL JUNCTION

Established:	Formally Abandoned:	Milepost:
1905	August 26, 1929	781 miles *from San Francisco*[1]

Cecil Junction, located just north of the Ogden railroad yards, was established as an agency station in 1905 with the completion of the Lucin Cut-off route which, at that point, departed from the original transcontinental line westward across the Great Salt Lake. The station was also established as a Class A Freight Station in 1905 and continued as such until 1913 when its class changed to "E". It remained Class E until August 26, 1929 when the Utah Public Service Commission gave the SP permission to close the station.[2]

[1] The milepost for Cecil Junction differs significantly from that of the Promontory Branch Stations because it takes its distance from San Francisco through the Lucin Cut-off which is a significantly shorter distance than the route through Promontory.

[2] Don Strack, Utah PSC 1133, (Online Resource https://utahrails.net/sp/sp-in-utah-stations.php); John R. Signor, Southern Pacific's Salt Lake Division (Berkeley: Signature Press, 2007), 206.

OGDEN

UP Tracks Reached here:
March 7, 1869

UP Station Established:
May 17, 1869

UP Milepost:
1032 miles
from Omaha

CP Station Established:
April 10, 1874

CP Milepost:
833 miles
from San Francisco

Ogden, Utah, was the eastern anchor of the CP and the western anchor of the UP on the famous Overland Route. It was the arrival of the UP on March 7, 1869, that brought Ogden to the attention of the world. On that date the Casement Brothers drove the first UP engine into the city and the following day a celebration was held.[1] This agricultural town of 1,500 radically changed in its first year of railroading, with UP bringing in workers, building a track yard and railroad buildings. Additionally, this began to encourage people from a wide variety of locations in the eastern US and beyond to pour into the city. After the rails were joined at Promontory Summit on May 10, 1869, regular through passenger and freight service forever changed the economy of Ogden and Utah. Even though the Salt Lake Division of the CP changed in length over time, Ogden was the Division Headquarters until the division ceased to exist in 1964.[2]

UP Time Schedule No. 16, dated May 10, 1869, and the Condensed Timetable, shows eight daily passenger trains passing through Ogden, half from the east, half from the west, along with four daily freight trains. The UP portion of the Promontory Route included Hot Springs, Corinne, Blue Creek and Promontory.[3] On December 6, 1869, CP began interchanging railroad cars with the UP in Ogden per an agreement made between the railroads. The CP had purchased the UP line from Promontory to a point five miles west of Ogden and leased the last five miles of track for 999 years.[4] It was still some years of negotiation, however, before CP was able to establish a station in Ogden. By 1874 a common CP/UP passenger depot and small turntable were about as much as the two railroads could agree upon, building most of their facilities separately with the Central Utah Railroad tracks dividing the two facilities, CP to the north and UP to the south.[5]

Early Ogden

Between 1870 and 1890 Ogden's population grew, as did its rail traffic, in large part because until 1882 this was the only transcontinental railroad crossing in North America. By 1880, the population of Ogden had reached 6,069 residents. There were new railroad lines connecting to the transcontinental in and near Ogden including the Utah Central, Utah Northern, and the Ogden Union Railway & Depot Company, among others. Railroad companies added many facilities during this time. On September 30, 1881 the CP completed construction of a freight platform and on December 31, a temporary freight house. In addition, a roundhouse and turntable were added and "One of the new standard frost-proof water-tanks…" holding 50,400 gallons was constructed at Ogden in 1881.[6] In 1882 the railroad built a 7-stall engine house, a car-repair shop for ordinary repairs and a freight house and platforms to replace a previous one which had burned in 1881.[7] In 1889 the railroad constructed a new three-story brick station and machine-shop.[8] (Figure 91)

Figure 91: First large-scale Union Depot in Ogden, ca. 1920. *Used by permission, Utah State Historical Society.*

Two versions of CP water tank structures were identified from photographs in the Ogden yards in the late 19th and early 20th centuries (see descriptions of these styles in the Terrace Station chapter). The exact location of the tanks is not clear, but both lie north of Ogden Union Station well within the CP yard area. The Style 1 tank is seen far off in an east facing view of the Ogden yards in 1880 and 1910.[9] The Style 2 tank was found within the Ogden yards in a 1906 photograph.[10]

In 1889 Ogden was an agency station and Class A Freight Station on the CP, with superintendent for the Salt Lake Division, an agent, station telegraph operator, a foreman, and master car repairer. Ogden was a water station and maintained a round house, a dispatcher's office, icing station, freight office, and railroad yard. In addition, its stockyards had room for 34 carloads of livestock with water.[11]

By 1890, Ogden more than doubled its population to 14,889. The city's growth during the 1880s and early 1890s, as well as its unique position at the junction of the two overland railroads, prompted SP, in November 1892, to begin talks with the city to move both the Terrace and the Carlin, Nevada shops to the east end of the Salt Lake Division in Ogden.[12] An agreement was reached, and plans made for the move. The decision meant the addition of more than 100 families from Terrace and 500 more jobs for the Ogden economy.[13] By December of 1892 railroad employees started purchasing home sites in Ogden,[14] and the next year large amounts of machinery began to move out of Terrace.[15]

An article in the *Ogden Daily Standard* reported that Ogden was so eager to have the shops move to that city that the Chamber of Commerce agreed to give SP $20,000 if they completed construction of all buildings by the end of 1893.[16] These included a blacksmith shop, 16-stall locomotive round house, office and storeroom building, coal bins, iron racks and other buildings. In 1897 the American Deseret Division No. 55, Brotherhood of Locomotive Engineers, moved its division headquarters from Terrace to Ogden[17] and in 1899 all dispatchers at Terrace also moved.[18] The increased activity and new construction resulting from this major move by the railroad, no doubt prompted an upbeat report on Ogden in *The Engineer's Report to the Commissioner of Railroads* in 1893. In his description of Ogden and the CP infrastructure, the city is characterized as a thriving and important hub of transportation:

> *Ogden is the eastern terminus of the road, where connection is made with the Union Pacific, Rio Grande Western, Utah Northern and Utah Central Railroads at the Ogden Union Railway and Depot Company's station, and is also the terminus of the last four mentioned roads. The company has a car repair shop here, consisting of some dozen buildings, and contracts have been let for the construction of a twenty-stall brick roundhouse, a large machine and blacksmith shop and storeroom and office building, of considerable importance, which will be completed this year. These shops are to be equipped with the best modern machinery, and all repairs to the cars and engines running*

between Salt Lake and Carlin will be made at this point. The city has about 130 stores, 5 banks, 3 first and 4 second-class hotels, 3 livery stables, 1 creamery, 2 large flouring mills, 1 canning factory, a county court-house and a public hall, a city and a railroad hospital, 1 artificial ice plant, a brewery and several lumber yards, a thorough system of waterworks, gas works, electric light plant, electric street cars and 7 miles of motor line to Hot Springs, a morning and an evening newspaper, an opera house, Territorial reform school, military academy, Sacred Heart Academy, 8 schools, and 1 high school.[19]

Following this move, in 1897, many more structures were added including a sand house, car repair shop, brick oil house, 20-stall roundhouse, frame bunk house, frame store house, frame coal bin, 40-pocket coal chute, water tank, pump house, brick hospital, frame icehouse, brick yardmaster's office, frame section house, track scales, and 11 miles and 1402 feet of sidetracks.[20]

Ogden has had three major passenger stations over its history. The first was built in 1878 when all the carriers in the city (CP, UP, Utah Central and Utah and Northern) realized the need for a common depot. The original two-story 1869 UP station became that common depot.[21] Through the years many people complained about the gloomy station and, with growth of railroad traffic, the UP President chose a building contractor to construct a Romanesque style Union Station complete with hotel rooms in its south wing. Completed in 1889, the depot served the city until February 13, 1923 when a fire broke out in a crew hotel room.[22] By the time the fire was under control, the entire center portion of the building had been destroyed.[23] The railroads proposed repairing the existing structure but were met with much opposition from the local citizenry. They soon relented and the UP hired an architectural firm to design an Italian Renaissance style building on the same foundation as the earlier station. It was completed and dedicated in November 1924 and remains standing today.[24] (Figure 92)

Figure 92: Union Station in Ogden, *photo courtesy Utah Division of State History, 2015.*

Ogden at 50 Years

Around 1900, several events set the stage for major changes along the entire Overland Route, including Ogden. In 1901, E. H. Harriman, President of the UP, gained control of the SP, and began major improvements of the line. Hundreds of miles of the route through Utah, Nevada and California were re-routed for efficiency. Perhaps the most important change was the decision to eliminate major use of the Promontory Route from Ogden to Lucin by cutting straight across the Great Salt Lake on trestles as well as using the southern tip of the Promontory Peninsula, known as Promontory Point. There were several possible routes, but the one beginning in Ogden and heading west to Lucin won out and work began in April 1901 with surveys and track work from Ogden to the east side of the Great Salt Lake.[25] The line was formally opened for freight traffic in April 1904 and passenger service in September 1904.

At the same time an agreement between the UP and SP allowed the SP to run trains north to Brigham City on the OSL line and then west across a new connection from Brigham City to

Corinne. This allowed the SP to drop its use of its own connection between Ogden and Corinne Junction beginning in the summer of 1903.[26] Now, Ogden was no longer the east end of the CP line via the original transcontinental, though it did stay the eastern end of the Salt Lake Division's new realigned mainline. During part of the Harriman Era on the line, beginning in 1901, control of the CP in Ogden changed for a time. Between 1904 and 1907 all SP lines west of Sparks, Nevada were controlled by OSL and OSL continued to control Ogden's yards until 1914.

The five-mile leased portion of the Promontory Route north from Ogden (or "west" by railroad terms), reverted to the UP after CP took that portion of the line out of service in 1904 or 1905. The UP retained this spur and, during WWII and in post-war years, used it to service the Ogden General Depot (later called Defense Depot Ogden) which was established in the early 1940s.[27]

In 1903, F.T.X. was added to Ogden's service and in 1908 the stockyards increased in size to allow for 70 carloads of livestock with water.[28] In 1926, the railroad began using Ogden's Union Stockyards which had been constructed in 1916.[29] Use of a platform appears on station lists beginning in 1913, though it was probably in place before this time.

In 1940 two stations are shown in Ogden, 24th and Wall Ave (Jct. Connecting Lines), Class A Station; and 0.3-mile further south at 25th and Wall Ave (Jct. connecting lines), Class E station. The 24th Street station was for freight traffic while the 25th Street station was for passengers.

Shortly after construction of the current Union Depot in 1924, the January 1926 issue of *Engineering News Record* noted that thirty passenger trains per day came through Ogden, though only eight of them originated or departed from the station.[30] When adding the other railroads which had service to Ogden, passenger traffic alone during the late 1930s into the mid-1940s averaged more than 72 daily trains that either departed from, arrived at or included Ogden as a stop as they passed through the city during this period of time. This included:

Railroad Company	Timetable Year	Number of Trains
Southern Pacific	1944	8
Union Pacific	1947	14
Denver & Rio Grande	1938	2
Bamberger Railroad	1941	30
Utah Idaho Central	1942	16

Table 23: Daily Passenger Train Counts by Railroad in Ogden, 1938-1947.

Post-War Ogden

The numbers for just the SP remained between four and six passenger trains and two mail trains into the early 1960s.[31]

To provide a different perspective of the historical importance of railroading in the city, in 1930, 130 freight trains moved through Ogden daily and 750 carloads of wheat were processed monthly, behind only Portland, Oregon in rail wheat shipments.[32] At the peak of its operations, SP employed 2,000 people in Ogden just after World War II.[33] (Figure 93)

In 1964 the Salt Lake Division ceased to exist. With the retirement of D. W. Tanner, superintendent of the Division, on January 1, the Sacramento and Salt Lake divisions came under one superintendent in Sacramento.[34] The former Salt Lake Division offices in Ogden were moved to Sacramento and, on October 25, both the former Sacramento and Salt Lake divisions became formally known as the Sacramento Division.

The number of people employed by the SP in Ogden dwindled to 80 by the time that Rio Grande Industries acquired the SP in 1988. As part of a reorganization of the Salt Lake Division the next year, the railroad offices in Ogden were closed. That ended 101 continuous years that SP Offices had been maintained in Ogden.[35]

Since 1869 Ogden has been a railroad town. Though today the railroad has been substantially muted, it is still an important part of the city. In 1996, the former Rio Grande Western Railroad

Figure 93: Union and Southern Pacific Railroad yard in Ogden, Utah, 1913. Oregon Short Line Railroad, Map Showing Various Rail Lines on Right of Way between Salt Lake City and Ogden, Utah. Drawing No. 18159, File No. 1535 L. November 4, 1913. Accessed online, https://utahrails.net/scans/OSL-Ogden-Sand-Ridge-Cutoff_1913.jpg.

and the Southern Pacific which, in 1993, had become the Southern Pacific Rail Corporation, became part of the enormous Union Pacific Corporation. Ogden no longer hosts long-distance passenger trains, but the Frontrunner, a commuter train operated by the Utah Transit Authority, now runs trains daily, except Sunday, and regularly passes by the 1924-era station, to and from Salt Lake City. The station is leased from the railroad by Ogden City and is maintained as the Utah State Railroad Museum. It is doubtful that Ogden will ever cease to be a railroad town, but just as it was during the 19th and 20th centuries, change is necessary and ever present in the railroad industry, the Salt Lake Division included.

Archaeology, Architectural History and History

Among the stations counted as part of the Promontory Route, Ogden is the largest and has had far more written about its railroad heritage. In celebration of the enormous contribution of Ogden to western railroad history, Don Strack wrote his book "Ogden Rails" about the history of railroads in the city and surrounding area.[36] Similarly, the University of Utah, Center for Architectural Studies, carried out a study of the commercial and industrial architecture near the railyards in Ogden.[37] In this study Ogden's origins as a rail town are explored along with the buildings in its commercial and industrial districts and the Union Stockyards.

In addition to these studies, many architectural reconnaissance level and intensive level studies have been undertaken related to the railroad including extensive study of the Ogden Union Stockyards,[38] a number of projects involving road widening projects on Wall Avenue and 30th and 31st, adjacent to the railroad yards in Ogden,[39] and an extensive study of Defense Depot Ogden (now Business Depot Ogden) as the facility was being deactivated.[40] This study involved recordation of buildings, structures and the extensive military railroad system within the facility which interchanged with the UP at two points – one on the UP mainline north to Idaho and the other from the south end of the five mile portion of the original Transcontinental line which UP had leased to the CP between 1874 and ca. 1905. It should also be noted that Ogden Union Station and the Ogden Union Stockyard Exchange Building are both listed on the National Register of Historic Places.

Archaeological studies related to railroads in Ogden have also been carried out. In 2003 SWCA of Salt Lake City carried out an inventory of the proposed rail line for the Frontrunner train line from Salt Lake City to Pleasant View, north of Ogden. As part of that project, they recorded the Ogden Railyards as site 42Wb373, an area of 251 acres of which 65 acres were recorded.[41]

A most prominent railroad related project adjacent to the railroad yards was excavation of 22 privies and ash pits dating from the late 1870s-1890s in Block 37. The project was carried out by Sagebrush Consultants of Ogden in advance of construction of a new Internal Revenue Service building between Wall and Lincoln Avenues and 22nd and 23rd Streets.[42] This location was also where the D&RGW maintained freight tracks and served several industries.

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[1] David Haward *Bain, Empire Express: Building the First Transcontinental Railroad* (New York: Penguin Putnam, 1999), 619.

[2] John R. Signor, *Southern Pacific's Salt Lake Division* (Berkeley: Signature Press, 2007), 446.

[3] (Union Pacific Railroad 1869a; Union Pacific Railroad 1869b)

[4] Don Strack, *Ogden Rails: A History of Railroading at the Crossroads of the West* (Cheyenne: Union Pacific Historical Society, 2005), 16. Beginning December 6, 1869, the schedule of trains between the UP and CP show trains no longer stopping in Promontory, but in Ogden, Utah. Stockton Independent, December 6, 1869.

[5] Ibid. 17.

[6] Report of the Railroad Engineer, In: Annual Report of the Commissioner of Railroads to the Secretary of the Interior 1881, (Government Printing Office, Washington, 1881),42; https://www.google.com/books/edition/Annual_Report_of_the_Commissioner_of_Rai/DzIbAAAAYAAJ?hl=en&gbpv=1&dq=Report+of+the+Railroad+Engineer+in+Annual+Report+of+the+Commissioner+of+Railroads+to+the+Secretary+of+the+Interior+1881&pg=PA5&printsec=frontcover (accessed 2-15-21).

[7] Report of Railroad Engineer, In: *Annual Report of the U.S. Commissioner of Railroads to the Secretary of the Interior for the Year Ending June 30, 1882,* (Government Printing Office, Washington, 1882), 76. https://www.google.com/books/edition/_/vDEbAAAAYAAJ?hl=en&gbpv=1 (accessed 11-10-20)

[8] Don Strack, "Ogden Database," utahrails.net); Report of the Railroad Engineer, In: Annual Report of the Commissioner of Railroads to the Secretary of the Interior 1889, (Government Printing Office, Washington, 1889), 74, 78. https://www.google.com/books/edition/Annual_Report_to_the_Secretary_of_the_In/NsA_AQAAMAAJ?hl=en&gbpv=1&dq=Report+of+the+Commissioner+of+Railroads+to+the+Secretary+of+the+Interior+1888&pg=PA24&printsec=frontcover (accessed 11-10-20).

[9] Charles R. Savage, [photograph of Ogden Railroad yards], Utah State Historical Society, Salt Lake City, 1880. https://collections.lib.utah.edu/ark:/87278/s6k07fb9 (accessed 2-9-21); Looking East toward Ogden [photograph of Ogden railroad yards], Utah State Historical Society, Salt Lake City, 1910. https://collections.lib.utah.edu/ark:/87278/s6m90kp6 (accessed 2-9-21).

[10] Salt Lake & Ogden Railroad [Shipler photo of a portion of Ogden railroad yards], Utah State Historical Society, Salt Lake City, 1910. https://collections.lib.utah.edu/ark:/87278/s6cz3gk4 (accessed 2-9-21)

[11] Southern Pacific Company, *List of Officers, Agencies and Stations* (On File Sacramento: California State Railroad Museum Library, 1881-1889).

[12] (Strack n.d. SP Mechanical Facilities).

[13] *Ogden Daily Standard,* [Over 100 families leaving Terrace] December 30, 1893, 4.

[14] *Salt Lake Herald-Republican,* "Ogden is Happy," December 18, 1892, 8.

[15] *Ogden Daily Standard,* [Machinery begins to leave Terrace], December 15, 1893, 4; *Salt Lake Tribune,* "The Union Pacific Shops in Ogden," December 19, 1893, 16.

[16] *Ogden Daily Standard,* "The Railway Shops," May 16, 1893, 4.

[17] *Salt Lake Tribune,* [The Brotherhood is Moving], February 12, 1897, 7.

[18] *Ogden Daily Standard,* [Dispatchers leaving Terrace] November 17, 1899, 5.

[19] Railroad Engineer's Report, In: *Annual Report of the commissioner of Railroads to the Secretary of the Interior 1893,* (Government Printing Office, Washington, 1893), 122. https://www.google.com/books/edition/Annual_Report_of_the_Commissioner_of_Rai/kiA8AQAAMAAJ?hl=en&gbpv=1 (accessed 11-10-20).

[20] Don Strack, "Ogden Database," (Online Resource, utahrails.net).

[21] Strack, *Ogden Rails,* 37.

[22] Ibid, 41.

[23] Ibid, 43.

[24] Ibid, 45.

[25] *Ogden Daily Standard,* "S.P. Operations," April 26, 1901, 6.

[26] *Deseret Evening News,* "Southern Pacific Change," January 28, 1903, 2.

[27] Strack, *Ogden Rails,* 18.

[28] Southern Pacific Company, *List of Officers, Agencies and Stations,*1903.

[29] Southern Pacific Company, *List of Officers, Agencies and Stations,* 1908, 1926.

[30] Strack, *Ogden Rails,* 46.

[31] Southern Pacific Company, *[Salt Lake Division Employee's Timetable],* (Ogden: Southern Pacific Company, 1952, 1958, 1963).

[32] Strack, *Ogden Rails,* 49.

[33] Signor, *Southern Pacific's Salt Lake Division,* 447.

[34] Ibid. 364.

[35] Ibid. 446.

[36] Strack, *Ogden Rails.*

[37] Jalynn Olsen, *Building by the Railyard: The Historic Commercial and Industrial Architecture of Ogden, Utah (Salt Lake City: Graduate School of Architecture, University of Utah, 1998).*

[38] Sheri Murray Ellis, "The Last Word in Stockyard Construction: The Rise and Fall of the Ogden Union Stockyard," *Utah Historical Quarterly* 85(1):88-96.

[39] Michael R. Polk and Sheri Murray Ellis, *A Cultural Resources Inventory of the Proposed Road Widening Project on 30th/31st/32nd Streets, Ogden City, Weber County, Utah* (Ogden: Sagebrush Consultants, 1997); Michael R. Polk, Sheri Murray Ellis and Ann S. Polk, *A Cultural Resources Inventory of 31st Street Alternative Routes, Ogden City, Weber County, Utah (Ogden: Sagebrush Consultants, 1997).*

[40] Michael R. Polk, Sara E. Cowie, Richard A Fields, Heather M. Weymouth and Timothy E. King, *Cultural Resources Inventory and Evaluation of the Defense Depot Ogden, Weber County, Utah (Ogden: Sagebrush Consultants, 1997).*

[41] Jim Christensen, Charles Easton, and Sheri Murray Ellis, *A Class III Cultural Resources Inventory and Reconnaissance Level Historical Buildings Survey of the Proposed Commuter Rail Corridor and Nine Station Locations, Weber, Davis and Salt Lake Counties, Utah.* SWCA, Inc. Environmental Consultants, Salt Lake City, 2003.

[42] Michael R. Polk, Mitigation of Ogden City Block 37 *(Site 42wb357), Proposed Internal Revenue Service Site, Weber County, Utah.* General Services Administration (Ogden: Sagebrush Consultants, 2002).

Figure 94: Terrace Cemetery, 2020
photo courtesy of Chris Dunker.

You would think that with the sheer volume of primary (census records, deeds, valuation records) and secondary records (historical texts and books) about the construction and maintenance of the Transcontinental Railroad, that we would know just about everything that happened. Yet, there are so many stories that slip through the cracks of historical records due to losses such as the catastrophic 1906 San Francisco Earthquake and fires or even the simpler reason that the railroad chose not to record many events and decisions. Further, many historical records are created from a biased perspective, much like a photographer choosing what to include, or not include, in the frame. This is where archaeology can step in and supplement these historical records, challenge past assumptions, and uncover new and dynamic stories that exist outside the pages of written history.

Archaeology is the study of humans through the stuff they left behind, whether artifacts (whiskey bottles, food cans, or Chinese porcelain) or features (structures, roads, trash dumps, and privies). These physical pieces of the past are the unfiltered lens of history and have stories to share themselves. Like historical records, archaeology is not unbiased. Humans selected what to buy, what to throw away, where to dump it, and then later peoples came and looted these sites for shiny baubles to adorn shelves or shoe boxes, while the ravages of time continue to deteriorate the perishable parts of these histories. All these factors do complicate how we interpret the past, but we are starting to get a much better understanding of what the archaeology of the Transcontinental Railroad looks like, and what we can learn from it.

What follows are small summaries of ongoing archaeological research completed by the Bureau of Land Management, Utah Division of State History, Utah State University, Brigham Young University, Cannon Heritage Consultants, and Aspen Ridge Consultants. Collectively, these partners are beginning the life's work of piecing together the past through technology and hard work. In places where this research is available to the public, we are including citations to those publications for those readers who want more than these short summaries. But first, we would like to briefly discuss looting and vandalism on our public lands.

Artifacts along the Rails

When you travel the Transcontinental Railroad in Utah, and beyond, there are many common artifacts still on the ground, and sometimes even stuck into your tire. Each of these artifacts have an important story to tell and by knowing what you are looking at, you can better immerse yourself in the past and start to understand the complex history of this historical resource. Briefly, we want to share with you some common railroad-related artifacts you might encounter along your travels, and then describe some Chinese railroad worker's goods that they would have had in their homes or tents. All these artifacts are protected by law, so take lots of photos but leave anything you find for the next generation to explore and enjoy!

Railroading Artifacts

It is hard to comprehend the extent of human interaction and investment in the construction and maintenance of the Transcontinental Railroad, especially as you can drive for hours on the old railroad grade without ever seeing another human. But for over 70 years, this was a living and breathing industrial landscape, requiring constant care and maintenance. These activities have left a rich material legacy; the waste of an industrial landscape organized around the transcontinental railroad. Some examples of common trash from these maintenance activities are described here.

Railroad Ties: A railroad relies on crossties to support the rails that in turn supports the trains. Railroad cross ties, cut in the mountains of California, Wyoming, Utah, and beyond, typically came from White Pine, Lodgepole, and Douglas

Fir species. In general, a crosstie measured 8' long, with 7"square faces, though the first ones used in 1869 were only squared on the tops and bottoms. For each mile of track, you needed approximately 3300 crossties, and each one needed replacement every three to four years during the 19th century.[1] Today, you will see many crossties pulled off the railroad grade since the 1942 final abandonment of the line. (Figure 95)

Figure 95: Intact and in-place railroad cross-ties at the Terrace Cemetery, left in place since the 1940s. *Photo by Chris Merritt, 2019.*

Railroad Spikes: For each of the 3300 crossties per mile, you needed a minimum of four spikes to hold the steel and iron rail into place. Each time you needed to replace the rail or the crosstie, you would need to extract the spikes, and insert new ones. This means that over the course of the Promontory Route's 72 years of operation across the nearly 100 miles of abandoned line between Lucin and Corinne, there are hundreds of thousands of discarded railroad spikes in and around the grade. These are the items most concerning for your tires, and none are as glamorous as the gold, silver and copper spikes used at the May 10, 1869 ceremony! (Figure 96)

Figure 96: Discarded railroad spikes near Matlin, *photo by Whitney Seal, Utah Division of State History, 2020.*

Railroad Tie Plates: For the first few decades of the Transcontinental Railroad's operation, railroad spikes were driven directly into the wooden crossties with the head of the spike holding the rail. In the 1890s, a new technology emerged, the steel tie plate, which was merely a steel plate with four pre-drilled holes for spikes and a small lip to hold the rail into place. An 1896 study demonstrated that a tie plate prolonged the life of crossties, better supported trains on curves, was better for stability and longevity of spikes, and overall an improvement in railroad technology.[2] There are several different types of tie plates found along the Transcontinental and all help in understanding the constant evolution of railroading in America. (Figure 97)

Figure 97: Discarded tie plate near Matlin. *Photo by Whitney Seal, Utah Division of State History, 2020.*

Fish Plates: Also called a rail joint or joint bar, a fish plate has a specific function on a railroad, as it is specially designed to connect two lengths of rail. Rail typically came in 12' lengths during the 19th century, and these bars with pre-drilled holes, would be used to connect two of these 12' lengths using special bolts or if in a hurry, railroad spikes. When a rail had outlived its usefulness, the fish plates would be removed and sometimes re-used if they were not broken or deformed. While not as commonly found as tie plates, you can still see many of these along the rails today. It also appears that Chinese workers might have re-used abandoned fish plates for use in their houses as supports or other creative uses. (Figure 98)

Figure 98: Discarded fish-plate near Matlin, *photo by Whitney Seal, Utah Division of State History, 2020.*

Insulators: While not discussed thoroughly in this book, the Transcontinental Railroad not only connected the east and west ends of our country by rail, but also by telegraph. A telegraph paralleled the grade from the very first days of 1869 all the way to the line's abandonment in 1942. The telegraph allowed instantaneous communication between all points along its line, quickly passing news and communiques, and even accident reports or damage to the railroad, to all the telegraph operators along the line. While most wooden poles have long-since been removed or scavenged, there are likely still a few that may exist. Francis Ketterson, an NPS historian who worked at Golden Spike National Historic Site during the 1970s, found four stumps of original CP telegraph poles still existing east of Monument Point. He noted that they were 200 feet apart from one another.[3] Glass insulators, used to support the telegraph wire on the poles can still be seen along the old alignment as well.[4] (Figure 99)

Figure 99: Hemingray No. 40 glass insulator, ca. 1870s, near Lampo. *Photo courtesy of Sagebrush Archaeological Consultants, 2002.*

Fire Bricks & Clinker: As you drive along you will see piles of yellow brick near trestles and culverts, and if you get even closer you will notice that many appear burned and covered in thick layers of what looks nearly like glass. These are special types of bricks, termed fire bricks, which were specially made for use in extreme heat situations like steam boilers. Most of these along the Transcontinental will have a tongue and groove pattern, which gives you a sense on how they would fit together within the firebox of a steam engine. Yep, these bricks come from within the steam boiler on a railroad engine. That glassy and volcanic looking rock adhering to the brick, called slag, is the remains of burning coal. Periodically a steam engine would need to have its fire box cleaned out, sometimes exposing failed bricks, with workers then replacing those with new ones. Clinker is a general term or all the chunks of coal burning debris left behind on bricks or in chunks along the grade. (Figure 100)

Figure 100: Examples of discarded fire bricks from the fire box of a steam engine, commonly seen along the Transcontinental Grade. The heavy concretions on the bricks show the amount of use and coal-burning debris that adhered to the brick before disposal. Example on the right is considered boiler slag, a glassy material created by super-heated coal and coal ash. *Photo courtesy Cannon Heritage Consultants, 2019*

Chinese Artifacts

Due to the significance of the Chinese worker to the construction and maintenance of our nation's first Transcontinental Railroad, coupled with the unique material culture these immigrants brought with them or imported later from China, the authors felt it important to highlight some of the common artifacts associated with this workforce. Like the railroad artifacts above, this list and associated descriptions are nowhere near comprehensive but instead highlight those artifacts usually found in the American West and on the Transcontinental Railroad. Chinese workers also commonly used materials made in Europe or the United States ranging from the tools for railroad construction to plates, cups, stoves, and other items. This highlights a flexibility among the Chinese to mix and match items from their home country with those easily and cheaply available along the rails.

As seen in most of the Chinese tableware (bowls, cups, saucers, plates, spoons, etc.), porcelain was so common in China that it made its way into the hands of workers and the laboring classes.[5] This is much different than other European countries or the United States, where the common worker would own earthenware, or low-fired, ceramics. Food goods imported from China often came in stoneware vessels, covered in a dark-brown glaze. Stoneware is a type of ceramic, using different clay than porcelains, and fired at a lower temperature. Stoneware was excellent for storage vessels as it was cheap to make and liquids would not absorb into the clay. In American culture, examples of stoneware can be seen in whiskey jugs, butter churns, and large storage crockery.

Bamboo: Perhaps the most commonly available type of imported Chinese-manufactured bowl is the "Bamboo" pattern. These are made from a type of porcelain but were mass-produced for the working classes and thus are cheap and durable. Most of the Chinese workers during the construction period (1864-1869), would have owned one of these types of bowls and would have been their primary and, maybe only, tableware for breakfast, lunch, and dinner. The style name, "Bamboo" refers to the hand-painted pattern on the outside of the bowl, and the colors can range from blue, greenish blue, or even grey.[6] (Figure 101)

Figure 101: "Bamboo" pattern Chinese bowl, found at Matlin. *Photo by Michael Terlep, Bureau of Land Management, 2020.*

Double Happiness: The "Double Happiness" pattern is one of the least common types of porcelain Chinese tableware found on the Transcontinental Railroad in Utah. This pattern refers to the Chinese character for "Double Happiness" that is incorporated into the overall design on the face of the bowls or other vessels. Sometimes the character is clear and easily readable, but in many circumstances the "Double Happiness" character is heavily artistic or stylized, and harder to recognize as a formal phrase.[7] (Figure 102)

Figure 102: "Double Happiness" style Chinese bowl, broken, found near Matlin. *Photo by Chris Merritt, Utah Division of State History, 2020.*

Winter Green: Often called "celadon", Winter Green pattern is a fine porcelain type of tableware that came in a variety of forms such as cups, spoons, bowls, and plates unlike "Bamboo" that came only as bowls. This bright greenish blue glaze was first used by the Imperial and wealthy classes in China, but by the 19th century it became more commonly produced in kilns for the working classes. It is not uncommon to find this type of Chinese porcelain with a blue maker's mark on the base, but oftentimes they are nearly impossible to decipher given the lack of information on Chinese kilns from this period, or the illegibility of the mark itself as they were often hand-written.[8] (Figure 103)

Figure 103: "Winter Green" style Chinese bowl with maker's marks, found at Terrace, *photo by Chris Hansen, Utah Division of State History, 2020.*

Four Seasons/Four Flowers: Like the "Winter Green" pattern above, "Four Flowers" or "Four Seasons" came in a variety of vessel forms from cups, saucers, bowls, and plates. What sets this type of this porcelain tableware apart from the others detailed here is the use of multiple colors (green, red, blue) and that the design is above the glaze, not underneath. The name of this pattern comes from the brightly colored, and hand-painted patterns of four flowers that adorn each side of the vessel. In Chinese culture, four flowers represent the four seasons and include orchid (spring), lotus (summer), chrysanthemum (autumn) and the plum blossom (winter).[9] (Figure 104)

Figure 104: Four Flowers spoon from USU Museum of Anthropology collection, *photo by Chris Dunker, 2016.*

Spouted Jar: Beyond tableware, the Chinese worker imported much of their food ingredients directly from China. Shipped in stoneware vessels, these food goods ranged from dried rice, pickled duck eggs, dried and preserved nuts/fruits/fish, and even soy sauce. A spouted jar oftentimes came from China already filled with soy sauce, vinegar, peanut oils, and other liquids used in cooking or preserving. Most commonly these held soy sauce, which is a key ingredient in most types of Chinese cuisine, especially in Cantonese food familiar to most immigrants. After emptying, a spouted jar may have been re-used as a water jar, tea pot, or other functions.[10] (Figure 105)

Figure 105: Example of a Chinese spouted jar typically found at Chinese sites in the American West, *photo by Chris Merritt, Utah Division of State History, 2008.*

Liquor Jar: Like the spouted jar, liquor jars are stoneware and would have been imported already filled with liquids. As the name suggests, all the liquids shipped in these types of vessels were alcoholic in nature. These types of vessels held rice and plum wine, sorghum-based whiskeys, and a variety of medicinal alcohols that you can still find in Chinese groceries. It is important to note that the use of alcohol by Chinese workers was different than their European and European-American neighbors. While some of the alcohol was consumed for inebriation, other times it was used in religious ceremonies and offerings, but most often it was used in traditional Cantonese cooking as flavor.[11] (Figure 106)

Figure 106: Chinese Liquor jar rim collected from Terrace, *photo by Chris Dunker, 2016.*

Medicine Bottles: Perhaps one of the most commonly misidentified artifacts found on Chinese sites in the American West, are small, hand-blown bottles. For decades, many collectors have called these opium bottles, where in fact they are much more interesting and represent the arrival of Chinese herbal medicine in North America. Opium for smoking, comes as a thick tarry substance, and a small bottle would have been an imperfect and under-sized container for such a product. Instead, these bottles were used by Chinese herbal doctors to place doses of

medicines, tailored to each patient. Sometimes these bottles were filled by the doctor at a local herbal medicine shop, other times the bottles were imported with pre-filled medicines for various ailments.[12] (Figure 107)

Figure 107: Chinese medicine bottle, used for herbal medicines made by trained Chinese doctors and imported from China or made by a U.S.-based herbal doctor. *Photo by Mike Polk, 2016.*

Euro-American Artifacts

While the Chinese artifacts described were quite unique to the American landscape, there were also a great number of artifact types representing the dominant Euro-American population. It was, after all, the American owned and operated railroad which conceived and funded the construction of the first transcontinental railroad in the world. While the vast majority of post construction labor for the first three decades of operation was Chinese, there were always European-American supervisors, specialized tradesmen, operations personnel, and clerical staff involved throughout railroad operations.

Every section station maintained a building occupied by one or two foremen, sometimes with families, who oversaw operations. Typically, around each of the station buildings are found both domestic and some industrial oriented artifacts. Domestic artifacts would largely reflect European and some American sourced goods including tableware, bottles (alcoholic, medicinal, chemical), food cans and cans holding other domestic products, perhaps children's toys, crockery, wash tubs, lots of metal fragments, and basic building materials such as bricks, plaster, concrete, nails, wire, and lumber. (Figures 108, 109)

Figure 108: Hole-in-Cap tin can, 1860s-1910s, found near Matlin. *Photo by Chris Merritt, Utah Division of State History, 2020.*

At some stations, where more complex tasks were carried out, including Terrace, Kelton, Promontory, Corinne and Ogden and even at some smaller stations, more industrial features and artifacts can expect to be found including masonry foundations for machinery, platforms, and shops; fragments of bar iron, sheets of metal, wire, nails, spikes, plates, slag piles, coal, brick, concrete slabs, lumber, posts, railroad ties, perhaps fragments of railroad car wheels, frames, and other miscellaneous materials. Much of this may be mixed in with domestic debris by natural forces (e.g., erosion, sheet wash after rains), looting, vehicle disturbance and other forces over the decades.

Figure 109: Duffy Malt Liquor bottle, ca. 1870s, found at Terrace. *Photo by Chris Merritt, Utah Division of State History, 2020.*

Ongoing Archaeological Research

History in Space

Chinese Pottery Patterns

Dr. Ken Cannon and his team from Cannon Heritage Consultants completed an intensive survey of several section stations and the major community of Terrace in 2015 and uncovered interesting patterns in the types of Chinese tableware (for example cups, bowls, plates, and spoons). Chinese tableware come in a variety of patterns, and there is some indication that each of these patterns had a different cost from stores at the time, with Four Seasons and Winter Green as the most expensive and Bamboo and Double Happiness styles, slightly cheaper. When comparing the frequency of styles and types of ceramic (another word for pottery) vessels between these sites, there is clearly a different pattern at each location. While there are some patterns that may be related to when the site was occupied, clear patterns are present that likely reflect the occupations and relative economic status of residents. Further patterns suggest that access to certain types of goods, or its role as a possible distribution center for the surrounding railroad communities, may have led to a richer variety in terms of the number of vessel styles (such as Winter Green style cups and spoons)

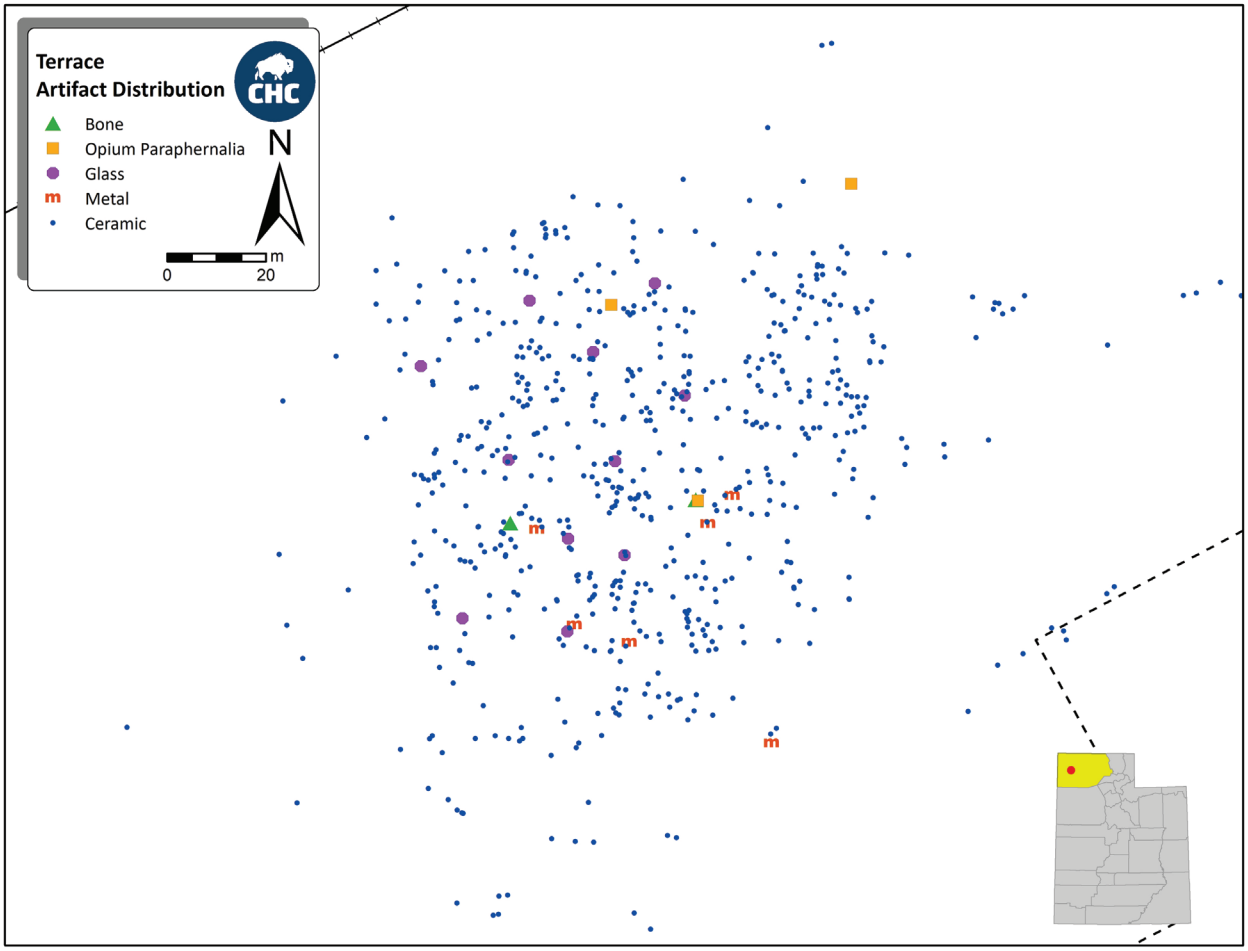

Figure 110: Example of artifact distribution at Terrace, *by Cannon Heritage Consultants, 2020.*

and the presence of specific artifacts that were proven uncommon at other sites based on the investigation conducted here. (Figure 110)

The ceramic assemblage at Terrace included higher frequencies of expensive Chinese tableware, such as Winter Green and Four Seasons, which account for over 80 percent of the assemblage. Compare this to the lower cost Bamboo and Double Happiness styles, which represent the remaining 20% of the assemblage. Terrace had the highest proportion of these finer porcelain tableware than the Bovine and Ombey section stations, with Ombey having the next highest concentration of expensive wares at 32 percent. Within the expensive ceramics, a higher number of vessel styles were also present. Differences may also be apparent particularly in comparing artifacts from Terrace, with its more varied population and economy, to the more demographically and economically limited section stations. (Figure 111)

Figure 111: Photo of archaeological mapping in progress. *Photo by Chris Dunker, 2016.*

Bovine was a section station and siding used primarily from 1869 to the completion of the Lucin cutoff. It included few examples of costly tableware; indeed, the tableware assemblage consisted almost entirely of the low-cost Bamboo-style ceramics (96.5 percent). Most of the Bamboo ceramics were in a location riddled with pits. Some of these pits may be the product of illegal digging at Bovine; however, at least a few appear to be dugouts and may have served as the residences. The few specimens of Winter Green were recorded in the proximity of the previously identified "China House" and "China Cook House".[13]

Feature Spatial Patterning

Mike and Ann Polk have poured over the drawings for small section stations along the railroad in both Nevada and Utah and noticed a significant pattern in the layout and arrangement of worker's and foremen's quarters. A close reading of census information, available railroad documents and archaeology of the sites indicates that an important aspect of the Chinese experience at these stations was their strong ethnic, social, and hierarchical division. The plan views of the fifty stations with identified Chinese bunkhouses, always include a section house and a few minor outbuildings, and features such as handcar sheds, water tubs or towers, and privies. At 28 of the 50 stations (56%), there is a "China Cook House" present, in all cases, paired with a China Bunk House or China House, meaning that when the railroad brought these buildings to section stations, almost all the crews who used them were ethnic Chinese men.

An interesting pattern depicted in most station plan drawings is that the Chinese occupation areas are located at a significant distance from the section house. Out of 50 stations analyzed in Utah and Nevada, only 14 percent (7) were less than 100 feet from the nearest point of the section house. Sixty-eight percent (34) lay over 100 and less than 300 feet, with another 16 percent (8) over 300 feet separated from the station's section house. Forty percent of the Chinese worker bunkhouses and cookhouses were wooden gable roof structures measuring 16 x 24 ft in size. Most had two windows and one door. None are shown with fireplaces. The section house, where the European-American foremen resided, often from Ireland or England and less often from the United States, was always larger than the Chinese bunkhouse, had at least two rooms, more windows, and was often a two-story structure with a brick fireplace.

The European-American foremen lived and worked in and around section houses, and the Chinese laborers lived in and around their bunkhouse and cookhouse. There was intermixing during work hours on common tasks, but that division was clearly understood and adhered to by both parties. It is almost certain that few of the Chinese spoke English, further distancing them from the foremen. The frequently expansive distance between the foremen and the Chinese at these stations coupled with the relatively large quarters allowed for two foreman verses the small bunkhouse for eight times as many Chinese workers, speaks volumes about social stratification and power politics playing out in highly isolated settings. Workplace conditions and the social environment of railroad section stations represent

a microcosm of conditions and environments in gold mining camps and small towns in the West during the late 19th Century. In fact, to a greater or lesser degree, this was true in the United States as a whole.[14]

Artifact Spatial Patterning

Building on the analysis of historic drawings by Mike and Ann Polk, Dr. Ken Cannon completed a detailed analysis of surface artifacts at several railroad section stations in Utah, looking for meaningful patterns in the spread of artifacts. As discussed earlier, Chinese residents of the railroad owned imported and unique porcelain tableware and stoneware storage vessels for preserved foods and liquids. These artifacts can tell archaeologists where activities occurred, and even where people lived in relationship to each other. Thus, when comparing the location of artifacts against the maps discovered by Mike and Ann Polk, archaeologists can identify where different groups (Chinese workers and non-Chinese foreman) lived, ate, and played.

What is that? And what does it mean?

Ceramic Glaze Analysis

Use of cutting-edge technology offers endless research potential in archaeology, and the analysis of ceramic glaze is one of these untapped research avenues in the Transcontinental Railroad story. Ceramics, which range from low-fired common plates like you can buy at stores today or finely made highly fired plates and bowls like porcelain, can be found all along the railroad grade. Archaeologists can identify the types of ceramics and even where they were made by looking at their decoration, type of clay, and even style of the vessel. However, there are limitations to what we can learn by merely looking at a vessel, and this is where technology is helping archaeologists learn more.

Glaze can hold many clues about where a vessel was made, and that helps us better understand the network of commerce in the 19th century. Glaze is the glossy and glassy covering that you see on many different types of ceramics and was generally the last thing added to a vessel for its firing in the kiln. Glazes can include a variety of chemicals and elements that give unique colors and texture depending on the potter's selection. For example, many of the clear glazes in the 19th century contain lead, while a light blue glaze could be from the use of tin, and a deep brown glaze perhaps made from manganese. Different areas of the world preferred different types of glazes, and if an archaeologist only uses their eyes to identify the glaze they might be mistaken.

This is where we apply X-ray Fluorescence (XRF). Now that is a fancy term for a hand-held device that when turned on, bombards the surface of an object (in this case a glaze) with x-rays. These x-rays interact with the object's atoms, and then those in turn emit x-rays back. Each of these x-ray emissions represents a certain type of element, so at the end of the testing you can tell how much lead, arsenic, tin, manganese, sodium, or other element is in the glaze. These amounts of elements give a unique signature to the glaze and allows archaeologists to look for patterns to identify locations of where pottery was being made, when it was being made, and sometimes even an individual potter's personal glaze type. Being able to do this work with a portable hand-held device (PXRF) also limits how many items need to be collected by the archaeologist.

Utah State University Museum of Anthropology, in a partnership with the Ceramics Program, in the Department of Art & Design, has initiated XRF testing of Chinese ceramics at Terrace. What is perhaps more surprising, this is the first systematic study of Chinese ceramics in the American West, especially through the lens of the Transcontinental Railroad. Students of Dr. Molly Cannon and Ceramics Professor Dan Murphy are testing, not only the fine porcelain tableware such as "Bamboo" and "Winter Green" patterns, but also the storage and food stoneware

jars common on Chinese sites in the West. One early finding is that it appears that Chinese potters added iron oxide to the glaze for "Winter Green" style wares, which gives the glaze its light green coloration. The project is ongoing, and the results of this study have not yet been published, but we are gaining an understanding that PXRF can discriminate different pottery production sites through glaze analyses and that some of the ceramics at Terrace show a consistent glaze, suggesting that some of these bowls and cups remained together from their production in China to their use along the Transcontinental Railroad and finally, to their disposal in Utah.

Animal Bones & Stable Isotope

Nothing, except for water, is as important to humans as food. But what is important about the world after the Industrial Revolution, of the late 18th and early 19th century, compared to before is the increasing distance between where your food was produced, and where it was consumed. Think about this, before the use of trains, steam engines, and even ships, nearly all the food someone consumed was raised and harvested in an area close to where they lived. But today and even back in the 19th century we are consuming fresh and canned foods from hundreds of miles away due to the growth of factories, canning technology, and elaborate transportation networks. Reliance on food harvested or butchered elsewhere is especially important in communities where there are no local farms or ranches, such as the railroad towns in western Box Elder County.

To understand where people are getting their food, we can look at the artifacts found at these sites such as the types of tin cans, bottles with embossed labels, and even by looking at the scraps of meals such as seeds, nuts, and even animal bones. Archaeologists noted that there were many butchered animal bones at the railroad towns and section stations, but where did they come from? We know that people ate these animals here either as steaks or in stews, but where were the animals raised? Well, their bones can provide us the clues necessary to answer that question.

Every bone, whether animal or human, contains a record of what you were eating. Concentrations of carbon, nitrogen, oxygen, and strontium can tell researchers what kind of food you were eating such as land versus sea animals, or if you were eating foods from one geographic area or another. For instance, if cows being raised on the Great Plains were sent to a stockyard and consumed lots of corn or wheat, their bones would show a different concentration of carbon than those cows raised in Box Elder County, Utah where there were different plants available. When we test these bones, and look for these stable isotopes, their ratios could tell us if the cows, sheep, or pigs were locally raised or imported, and if we have enough data, we could even tell where these animals came from.

Since 2018, Dr. Ken Cannon has been gathering animal bones from archaeological sites along the railroad for testing. But critically, he has also been gathering dead animals from the current landscape such as deer, jack rabbits, birds, and modern cows. The modern animals can help create a signature for what the ratios should be for animals raised in this environment, and then we can compare the older, archaeological samples against that pattern.

From our preliminary results we can identify that the domestic hog had a mixed diet of meat and plants in comparison to southeastern domestic hogs that were almost entirely raised on a meat diet. Domestic cattle specimens are like cattle from other parts of the United States but more like local Utah bison. This similarity to local bison, along with low nitrogen signatures, may suggest stress from arid/saline local environments, which may point to these animals spending some time locally before they were butchered or

possibly even being raised locally. Some of the cattle and the hog from the Chinese part of Terrace have similar strontium signatures, a geologic signature, which may also point to these animals being raised locally. More analyses are being undertaken with comparison of cattle and hogs from the Midwest and West Coast where they were raised and shipped to Utah for consumption.

Wood Identification & Dendrochronology

As you drive through western Box Elder County, there are few trees near the railroad grade, especially after you descend from Promontory Summit heading westward. This lack of local forests meant that all the trestles, railroad crossties, and even buildings were made from wood imported over a distance and most likely by train. While the railroad kept meticulous information on when trestles were repaired or replaced, the types of wood used in their construction was always assumed by researchers until now. In partnership with Dr. Matthew Bekker in the Geography Department of Brigham Young University, researchers are starting to systematically test wood along the railroad grade and identify those species. By looking at thin cross-sections of wood samples under a microscope, skilled researchers can identify the wood species by patterns of rings, nutrient tubes, and other features in the cells themselves.

Dr. Bekker traveled the transcontinental railroad byway and selected elements from trestles, railroad crossties, ornamental trees, and wooden culverts. Samples were carefully taken by handsaw, chainsaw and electric hand-drill from elements that are not easily visible to the public and did not undermine the structural integrity of the structure itself. The sampled section of the Central and Southern Pacific Railroad used relatively few species of wood to construct their trestles and crossties. Trestle components used long-lasting timbers from Douglas-fir and redwoods, but relied on softer, less durable pine for many crossties (like White pine). These wood species come from across the western US. Notably, the redwood was imported from the northern coast of California, whereas pine and Douglas-fir are ubiquitous across the American West. This is surprising given that the nearby mountains in Utah and Wyoming had large crosstie cutting industries in the early 20th century. On-going work to identify the species of Douglas fir may help to identify the regions where the timber was harvested.

Even the structural beam found by archaeologists at Matlin, was made from redwood, which might indicate that the railroad used surplus wood from a repaired trestle or imported that wood specifically for this function. In Terrace, the remains of two downed trees were found that are likely what is left of ornamental trees planted in

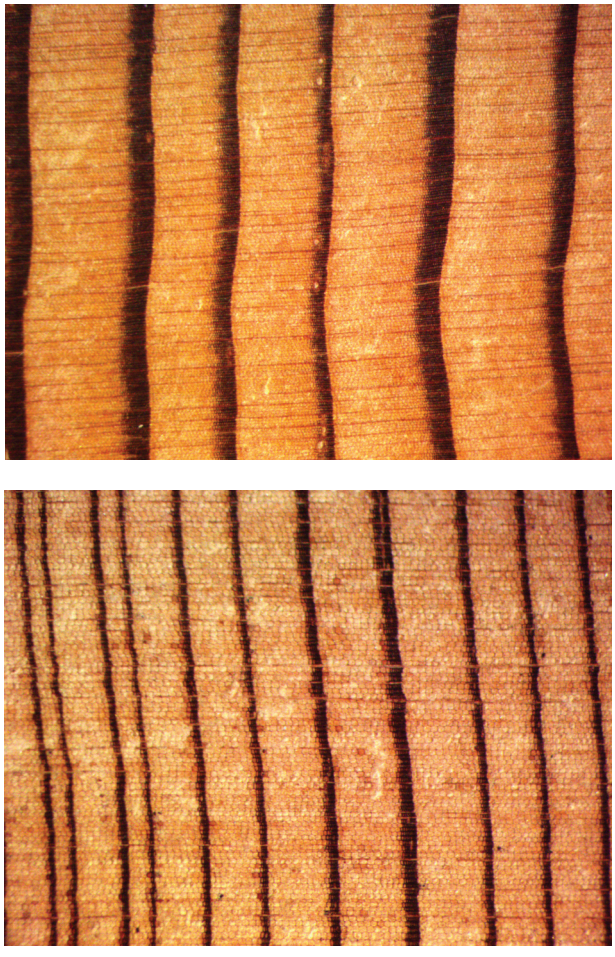

Figure 112: Wood sample of Doug Fir top, Redwood bottom, samples of wood from the Transcontinental Railroad under high microscope magnification. *Photo by Elizabeth Hora, Utah Division of State History, 2018.*

the town in the 1870s and shown in the famous photograph of downtown. Samples of this tree suggest that it is likely a species of poplar, perhaps Lombardy poplar, imported from another part of the country. Further sampling of wood along the Promontory route may provide enough information to help researchers identify when these trees were cut by looking at the growth rings of the trees, giving us yet another tool to understand this significant resource.[15] (Figure 112)

You can't see it, but it's there!

Ground Penetrating Radar & Magnetometry

Archaeologists employ a variety of tools to help us see beyond what our own senses allow below the ground surface! These various techniques, called remote sensing, use technology to supplement our five senses and to peel back the layers of time and dirt without digging a single hole. Molly and Ken Cannon are pioneering the first use of remote sensing technologies along the Transcontinental Railroad Grade to provide information for targeted excavations and to preserve and interpret unmarked burials. (Figure 113)

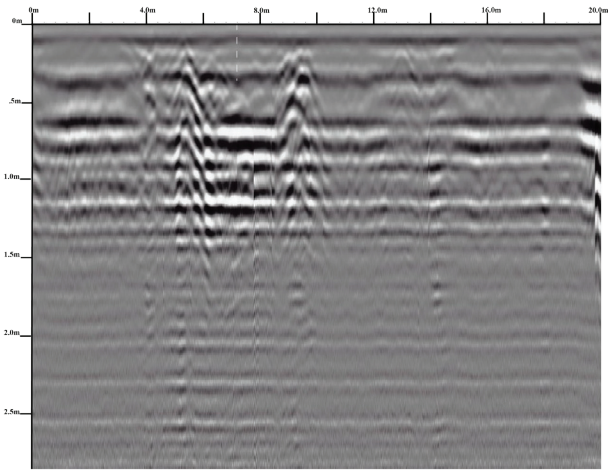

Figure 113: This is a profile/vertical view of a Ground Penetrating Radar result (Top axis is horizontal distance, while left axis is depth below the sensor). Note the bright areas in the upper left and the strong upside down "V" shapes. These indicate some type of buried feature. This is a result from a buried structural feature at Terrace. *Photo courtesy of Cannon Heritage Consultants, 2020.*

The two techniques currently used are Ground Penetrating Radar (GPR) and Magnetic Gradiometry, and both collect data barely above the ground surface either by a baby stroller looking device for GPR, or a backpack and long poles for the magnetometer. GPR sends electromagnetic radiation into the ground and measures the bounce of these pulses to identify if the waves of radiation encounter any hard, buried objects. This works in the same way that airports use to track airplanes by sending waves out and then measuring how long it takes for the wave to bounce back providing a sense of location and distance. The gradiometer, however, searches for variations in the magnetic field under the ground which can indicate buried metal objects, or even just slight changes in the soil due to human or natural disturbance. Oftentimes, if time and budget allow, many archaeologists will use both GPR and gradiometry on the same spot to improve the chances of identifying a buried feature and lower the chances of receiving a false reading.

In 2017, Utah State University completed a GPR and magnetometer survey of the Terrace Cemetery, to determine if there are any burials outside the fence. The fence is not contemporaneous with the cemetery and appears to have been installed in the 1980s. It is likely, then, that the 1980s fence could have excluded burials that did not have monuments or markers. Results of this survey indicated that there are at least a handful of additional burials to the east of the fenced in areas. It is hoped that the fence can be expanded in the future to include these potential burials.

At the town of Terrace and the small section stations of Matlin and Bovine, the teams completed additional GPR surveys over small depressions in the ground. It was thought that these depressions indicated the presence of dugouts, or small subterranean homes from the

1869 construction camps. As mentioned earlier, severe looting and vandalism at these sites worried archaeologists about the potential for intact and undisturbed cultural deposits. But GPR surveys appear to indicate that at least some of the dugouts had a wooden or hard-packed earthen floor that is still visible by GPR scans several feet underground. This is exciting, as that means archaeologists could investigate these features and learn more about the past!

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Land managers and archaeologists understand that there is some confusion by the public on what is meant by looting and vandalism, and who 'owns the past'. There is a misconception that archaeologists are anti-looting because they want to corner the market on this knowledge or these significant artifacts. Sadly, this is a misconception that is fed by how messaging has occurred over the years and our relationships with those engaged in these activities. This short discussion is hoped to dissuade people from taking artifacts from archaeological sites along the railroad grade, and to encourage them not to move them from where they were found. This is a collective responsibility. While they may be a broken bottle or porcelain dish, these are pieces of the past that can, perhaps, be the only voice for those who were ignored by history and excluded from the written records. (Figure 114)

Figure 114: Piled historic artifacts and vandalized interpretive sign at Terrace. *Photo by Michael Sheehan, Bureau of Land Management, 2020.*

It is important to note that cultural resources on federal public lands (Bureau of Land Management, United States Forest Service, National Park Service, Department of Defense, and United States Fish & Wildlife Service, among others) are protected by the Archaeological Resources Protection Act of 1979. This statute (16 U.S.C. 470aa-470mm; Public Law 96-95 and amendments to it) was enacted.

> *...to secure, for the present and future benefit of the American people, the protection of archaeological resources and sites which are on public lands and Indian lands, and to foster increased cooperation and exchange of information between governmental authorities, the professional archaeological community, and private individuals (Sec. 2(4)(b)).*

This law was passed because of the rampant looting of archaeological sites throughout the United States for profit and greed, which resulted in ripping parts of the past away from those communities who see these sites and artifacts as part of their identity and history. Public lands, and the archaeological resources therein, are owned by all Americans. When one individual takes items or digs a site illegally, they are taking away our ability to enjoy and learn from this site, and the next generation of curious kids and families will be deprived of that same opportunity. We collectively must support and protect our public lands and its archaeology, as we are all stewards of this past.

So why is looting or even moving of artifacts on a site bad? Think of each archaeological site as a chapter in your most favorite book growing up, of which only one copy remains in the whole world. Then imagine having someone rip out pages and destroy them while other pages are shuffled and put back in the binding. Does your once favorite story make sense anymore? Could you share that book with your children and have them enjoy it in the same way as you did?

Figure 115: Burned trestle near Matlin, lost in wildfire in June 2020. *Photo by Chris Merritt, Utah Division of State History.*

No, looting has ripped pages out of your book that can never be recovered no matter how hard we try. Similarly, moving artifacts around (including the trend of museum rocks where people put their 'finds' on a rock) has forever made the archaeological story chaotic and out of order. There are many threats, including natural, to our past so let us not contribute to the destruction. (Figure 115)

Please, as you visit these sites on the Transcontinental Railroad or elsewhere, be respectful of the people that came before and those who will come after you. Only together can we protect the past and offer opportunities for the past to speak to us and our children. Even in the language in ARPA, these protections are to foster increased cooperation and exchange of information, and that is what this book is trying to do.

Railroads today, just as in the 19th century, are a pivotal part of our nation's infrastructure and heritage. The history of the Promontory Route, from Nevada to Ogden, claims a great share of how people think about railroads in America, especially in the West. While it was late to the game, being born some forty years after railroads began to appear in the eastern states, this route epitomizes so much of what we think about railroads. After the race for its completion and the ensuing celebrations, the seemingly mundane, but utterly vital operation of moving people and moving freight began, locally, regionally, and across the nation.

Workers from around the United States and Canada, China, Ireland, Italy, Greece, Bulgaria, Japan, Serbia, worked on this railroad, leaving a significant legacy for this nation. More importantly, their legacy lives on. It lives on from those who died in their work and those who passed on to others a sense of their own country's customs. It lives on from those who married and raised families here, and those who have contributed much to the culture and society in which they now live. And it also lives on through the physical places they built and maintained through sweat, toil, and sacrifice.

In this volume we have tried to capture the history of the line, its connection to other railroads and its place in the growth of the American westward settlement, economy, and even politics. We did this through historical narrative, archaeological interpretation, oral histories, and Federal and State interpretive information. We drew from a wide range of sources to provide as full a picture of the life and events surrounding this part of a larger railroad as possible without deviating too far into the myriad of captivating side stories. As reflects our professional backgrounds, we focused on infrastructure and worker demography, things often given less treatment in standard histories or even most railroad focused books.

The Promontory Route is unique in numerous ways, starting with the fact that it was largely an accident of history. Many people petitioned for a different route, there were also so many constraints and obstacles including divided opinions about the route's path, constant budget and labor problems and, of course, the physical obstacles of the Great Salt Lake and the Promontory Mountain Range. Fast forward 63 years to 1942. In that year the Promontory Route lost its bid to remain relevant in a faster moving, modern world. But for the very reason that it was a seemingly poor choice at its beginning, much of its grade, culverts, trestles, and the remote desert landscape remains intact, preserved for those who want to revisit what was once a daily experience for those who worked this route.

A National Park has been established to celebrate its existence, while the Bureau of Land Management has designated a Transcontinental Railroad Backcountry Byway to provide visitors an experience of the sights and feel that railroad workers and railroad passengers had 150 years ago. Many books, videos, websites, and other media modes continue to educate and celebrate the place, the people, and the railroad. We leave you with these thoughts. This does not end the research, the writing, and the interpretive opportunities to better understand this endlessly fascinating railroad line. It is a joint responsibility for all visitors to this amazing place to learn something about the railroad, its builders, and its workers, as well as to protect those fragile remains of their legacy. We and many others will continue and, hopefully, will find new ways to understand what it took to build and operate this line, and how it was for so many to live and work there.

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[1] For more information concerning misinformation contained in this book see: http://cprr.org/Museum/Books/Comments-Ambrose.html

Athenaeum. A library or institution for literary learning. Known Athenaeums on the Promontory Route were located at Terrace and, probably, Ogden. The facility at Terrace was built by the SP for the railroad workers and their families.

Bake Oven. A domed rock or brick structure at railroad construction camps or maintenance stations to be used as cooking ovens. The presence of these structures at railroad sites generally suggests construction and use by ethnic Italian or Greek workers.

Ballast. Gravel or coarse stone used to form the base of a berm for a railroad track.

Beet Loading station. A location where sugar beets are weighed and loaded for transport onto railroad gondola cars.

BLM. Bureau of Land Management. This government agency manages most of the land along the railroad east of Promontory Summit.

Car Body or carbody. A railroad car, usually a box car, with wheels removed to be used as an office or sleeping quarters for foremen or workers at a station. It may even serve as the section station building.

Car lengths. The average exterior length of a railroad freight boxcar, 50 ft.

Census Enumeration District. Is an area that could be covered by a single enumerator (census taker) in one census period.

Census Precinct. A limited geographic area within a county where a decennial count of the population is made. A Precinct is one part of an Enumeration District, which includes several precincts.

China Cook House. On the CP/SP this refers to a smaller structure, almost always associated with a China Bunk House which was used by Chinese railroad workers for food preparation.

China House or China Bunk House. On the CP/SP this refers to a structure used as a sleeping, and possibly, cooking, facility for Chinese railroad workers. It is known to have held from 12 to 20 or more employees.

Chinese Exclusion Act. A law passed by Congress in 1882 forbidding most immigration to the United States from China.

Class A, B, C, D, E Freight Station. *From Southern Pacific Company List of Officers, Agencies, Stations, Etc.,* No. 33, January 1, 1908[1]:

The amount of freight that may be received or delivered:

A – Freight in any quantity, carloads or less.

B – Freight in carload lots only.

C – Freight in carload lots or in quantities not exceeding 5,000 lbs. (No piece to be larger than two men can handle.)

D – Freight in lots not exceeding 5,000 lbs. (No piece to be larger than two men can handle.)

E – Freight will not be handled.

Coal Chutes. A facility used to load coal as fuel into locomotives and tenders.

Coal Shed. Open air building used for storing coal used as fuel by locomotives.

Consolidation Engines. Steam locomotives known as 2-8-0, A wheel arrangement of two leading wheels on one axle, eight powered and coupled driving wheels on four axles, and no trailing wheels.

Derailer. A device used to prevent blocking or compromising of a rail track or unauthorized movements of trains or rolling stock.

Employee Timetable. This is a printed pamphlet of scheduled passenger and freight trains within a railroad division. It also contains information particular to stations and may have a section for special operating rules. It is meant for use by railroad employees, and usually printed several times a year.

Euro-American. Native born Americans whose ancestry lies in European countries.

F & T. Freight, passenger, ticketing, and baggage business carried out by a station agent.

F.T.X. Express service added to freight, passenger, ticketing, and baggage business carried out by a station agent.

Flag Stop. A station or place where passenger trains will only stop when there is a request to do so.

Foreman or Section Foreman. Person who oversees railroad maintenance crew on a section of railway, usually eight to 12 miles in length.

Gallows Turntable. Locomotive turntable with the central tower and supporting cables.

Grain Bins. Usually, metal roofed bins used to hold grain for later transport.

Gravity Pipeline. Water that drains through a pipe, down a slope without need for pumping.

Hand car house. A small railroad structure to hold a small four wheeled vehicle propelled either by hand or by engine. Vehicles were used to inspect track and transport workers.

Hell-on-wheels camps. Itinerant collection of flimsy structures built and used for gambling halls, dance halls, saloons and brothels that followed the Union Pacific railroad workers moving west during construction of the Transcontinental Railroad.

Helpers. Locomotives used to push trains up steep grades which cannot be achieved by one locomotive alone. Such places on the Promontory Route included the East Promontory Grade between Blue Creek and Promontory, the climb from Kelton to Ombey and the mainline from Terrace to Matlin.

Hostler. A railroad engineer who moves locomotives in and out of service facilities.

Icehouse. Structures, usually located at larger stations, used to hold ice to fill refrigerated freight cars and providing ice for passenger car conditioning.

I**nterstate Commerce Commission Valuation Surveys.** Documentation pertaining to the types and value of the physical facilities of all railroads in the U.S. between 1887 and the 1960s. Most valuation records were created between the years of 1915 and 1920. These records are held by the National Archives as part of Record Group 134.

Interstate Commerce Commission Abandonment Records. Decisions and reports of the ICC between 1887 and 1991 when the ICC oversaw operation of all U.S. Railroads. These records document every request by a railroad for discontinuance of an entire railroad or portion of a railroad. These records are held by the National Archives as part of Record Group 134.

List of Officers, Agencies and Stations. An internal railroad document, published annually or bi-annually, usually of a railroad division showing railroad officers, agents, a list of its stations, mileposts, station services, and sometimes separate lists of icing stations, water stations, turntables, wyes, and stockyards.

Loading Platform or platform. An elevated wooden or masonry surface or dock where trucks or trains can be loaded and unloaded.

Locomotive turning. The process of literally turning a steam locomotive on a track from one direction to another either by using a turntable or a track wye.

Lucin Cutoff. The combination trestle and rock causeway crossing of the Great Salt Lake from Lucin to Ogden built from 1902-1904 to reduce distance and grade climbs along the Promontory Route.

Mainline. The main artery of the railroad across the landscape. In the case of the Promontory route, this was the main track line following by trains traveling between San Francisco, Ogden, and points east.

Mixed Trains. A train that contains both passenger and freight cars.

Mogul engines. Locomotives known as 2-6-0, a wheel arrangement with leading axles mounted directly and rigidly on the frame of the locomotive, followed by six powered driving wheels and no trailing wheels.

NPS. National Park Service. This agency manages the Golden Spike National Historic Park along the Promontory Route.

"On call". In the absence of scheduled train service, services were provided to customers along the railroad only on an "as needed" basis. The customers would need to notify the railroad if they expected shipments or needed to ship something on the railroad.

Out of Service. A track line which is no longer used by a railroad, but not necessarily abandoned.

Progressive Military Reconnaissance. Federal program to complete special military Reconnaissance Reports and Progressive Military Maps of the state of Utah for the War Department.

Public Timetable. This is a printed pamphlet of scheduled passenger trains for a railroad or some set of railroad divisions, sometimes including fare information.

Pump House. A structure covering a pump used to move water from a ground level source of water to an elevated tank for use in filling locomotives and tenders.

Rail Yard. A complex series of railroad tracks for storing, sorting, or loading and unloading railroad cars and locomotives.

Railroad Grade. An informal designation for the railroad right-of-way. In the case of the CP/SP this refers to a width of 400 ft with the actual railroad berm, itself, in the middle of that width.

Roadbed. The earthen foundation upon which railroad tracks are laid.

Rolling Stock. Locomotives, passenger cars and freight cars used on a railroad.

Roundhouse. A building used for storing and servicing locomotives. The building usually has tracked stalls built in an arc to facilitate movement of locomotives to adjacent tracks from a single turntable.

Salt Lake Division of CP or SP. Location of operations between Ogden and (depending on the time period) Wells, Toano, Wadsworth or Sparks, Nevada.

Sand House. An elevated structure to hold sand that can be loaded onto a locomotive for blowing onto tracks in front of it for better traction on slopes and during wet and snowy weather.

Section Gang. A group of railroad workers responsible for maintenance duties along a stretch of railroad line.

Section Hand. A member of a railroad section gang.

Section Station. A building or house-like structure placed near or next to the railroad and used for housing one or more foremen and, sometimes, their family. The structure also served as the office and, sometimes, the telegraph office.

Siding. Siding tracks are low-speed tracks that usually run parallel to a through track and connect to it at two or more points. Lighter rail is used on sidetracks.

Spur. A spur is a short branch track leaving from the main track and connected to it at only one point.

Stock Watering Service. Railroad provision of water for livestock at railroad stockyards.

Stockyard. A large yard containing pens and sheds. At a station on the railroad for use as a temporary holding place for livestock.

Superintendent. Person in charge of an established portion of a railroad and responsible for all personnel, equipment, and operations within that territory.

Switch. A track turnout, a mechanical installation allowing trains to be guided from one track to another.

Telegraph Operator. A person who operates a telegraph station along the railroad. There were "day only" and "day and night" telegraph stations on the Promontory Route.

Telegraph Stations. Railroad stations where telegraph equipment and an operator were present, primarily to provide communication and coordination with other telegraph stations for railroad operations, particularly to provide safe and efficient movement of trains across the system.

Terminal (Division Point). The end point of a railroad division, often intersecting with another division, which is the portion of a railroad under the supervision of a superintendent. The Promontory Route lay entirely within the Salt Lake Division of the CP/SP.

Tie House or Shed. A structure constructed of railroad ties for use as a house or utility shed.

Tool House. Frame structure built to hold various types of hand and power tools used by railroad workers.

Track Walker. A railroad worker who walks over and inspects a section of railroad tracks.

Track Workers. Railroad employees who provide labor to maintain ties and track, underlying ballast and roadbed, and structures such as trestles and culverts.

Trestle. A wooden cross-braced framework supporting a flat top for railroad track, used to bridge a creek, wash, chasm or road.

Turntable. A mechanized structure used for turning locomotives so that they can be efficiently moved into an adjacent round-house or engine house or turned around back to the direction from which they came.

Utah Public Service Commission. Regulation of essential utility services, including railroads within the state. The commission regulates rates and services of those utilities.

Water Tub. "The earliest water tanks [on the Promontory Route] consisted of tubs (open-topped, barrel-like vertical tanks held together with metal hoops) mounted on an elevated framework. Each tub held about 5,000 gallons."[2] These "tubs" were used to fill locomotives and tenders.

Water Tank. An (usually) elevated wooden tank with spout to provide water for locomotives at strategic locations.

Wye. A triangular joining arrangement of three rail lines with a railroad switch. This is accomplished by performing the railway equivalent of a three-point turn through junctions of the wye.

Yardmaster. Person who has charge of the railroad yard and sidetracks of stations, movement of trains, and the yard force employees.

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[1] Southern Pacific Company, List of Officers, Agencies, Stations, Etc., No. 33, January 1, 1908 (Sacramento: State Railroad Museum Library, 1908).

[2] Richard V. Francaviglia, Over the Range: A History of the Promontory Summit Route of the Pacific Railroad (Logan: Utah State University Press, 2007): 151. https://muse.jhu.edu/book/7312 (accessed 2-25-21); https://babel.hathitrust.org/cgi/pt?id=usu.39060017131599&view=1up&seq=2 (accessed 2-25-21).

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Appendix C: Promontory Division Station List (West to East)

Mile post	*Station Name(s)*	*Dates of Operation*
679	Utah Line	1870 to 1975
678	Gartney	1888 to 7/30/1957
682	Umbria/Umbria Junction	1903 to 1916
688	Lucin *(old location)*	3/24/1869 to 1/1/1905
680	Lucin *(new location) +*	1/01/1905 to 1980+
687	Grouse	1/01/1905 to 1/01/1908
693	Medea	1/01/1899 to 1/01/1907
698	Bovine	3/27/1869 to 3/20/1939
705	Walden	12/26/1898 to 1/01/1907
707	Watercress	1914 to 7/30/1942
709	Terrace	3/31/1869 to 5/17/1932
715	Red Dome	1/01/1895 to 7/01/1907
720	Matlin	5/5/1869 to 7/30/1942
725	Romola	1/01/1899 to 1/01/1907
730	Ombey	4/06/1873 to 1942
731	Gravel Pit	1869 to 1873/1881
734	Peplin	3/01/1888 to 7/30/1942
738	Zais	1/01/1902 to 1/01/1907
741	Kelton	4/10/1869 to 7/30/1942
746	Elinor	1/01/1901 to 7/01/1908
748	Seco	4/14/1869 to 10/12/1901
753	Ten-Mile	1869 to 1873
751	Nella	10/1901 to 1942
756	Monument	4/18/1869 to 1942
759	Kosmo	1/01/1901 to 7/30/1942
763	Lake	4/22/1869 to 7/30/1942
768	Metaurus	10/15/1898 to 7/1/1912
771	Centre	2/01/1879 to 6/01/1890
772	Rozel	4/28/1869 to 1942
776	Bronte	2/28/1898 to 1/01/1907
777	Gravel Pit 2	1885 to 1902/1903
780	Promontory	4/30/1869 to 12/15/1941

Mile post	*Station Name(s)*	*Dates of Operation*
782	Dathol	1/01/1902 to 7/01/1912
786	Surbon	3/01/1888 to 8/20/1932
789	Blue Creek Section House	6/01/1887 to 3/01/1888
	Kolmar	3/01/1888 to 7/01/1912
	Lampo	7/01/1912 to 1942
792	Blue Creek	4/21/1869 to 7/30/1942
796	Eton	1/01/1899 to 1/01/1903
	Hansen	1/01/1903 to 12/01/1915
	Connor	12/01/1915 to 7/30/1942
801	Quarry	3/31/1869 to 4/01/1888
	Balfour	4/01/1888 to 1942
802	Dathol *(new location)*	7/01/1916 to 1946=
803	Child	1/01/1900 to 1/01/1902
	Wyben	1/01/1902 to 1/01/1907
	Stokes	1/01/1907 to 1946=
807	Rochforte *(on a spur)*	1/01/1907 to 1/01/1908=
809	Corinne	3/27/1869 to 7/30/1942
811	Corinne Junction	7/01/1907 to 7/30/1942
813	Dayan	1/01/1902 to 1/01/1907
816	Brigham	4/10/1874 to 1/01/1899
	Zenda	1/01/1899 to 7/01/1905
	Enda	7/01/1905 to 1/01/1936
819	Willards	3/17/1869 to 3/01/1879
	Willard	3/01/1879 to 1/01/1905
820	Rutlum	1/01/1902 to 1/01/1907
823	Bonneville	3/13/1869 to 1/01/1936
825	Utah Hot Springs	8/01/1893 to 7/01/1907
828	Cawdor	1/01/1899 to 1905
828	Chase	7/01/1883 to 7/01/1907
828	Union Junction	3/01/1879 to 6/01/1890
781^	Cecil Junction	1905 to 8/26/1929
833	Ogden	3/07/1869 to Present++

*Milepost distances for all stations established from June 1, 1890 to January 31, 1902 were taken from a corner of a freight house at Fourth and Berry Streets in San Francisco on the Overland Route of the Central Pacific/Southern Pacific via Suisun, California.

Some correction of Farrar's dates of station operation were made using Southern Pacific Station Cards on file at the California State Railroad Museum Library Archives. Also note that several stations were abandoned and re-established. See individual station descriptions for details.

+Lucin became new western junction of Promontory Branch Line in 1916. While occupation of this station likely ended after WWII, the station continued to service the rail line to Ogden at some level until at least 1980, probably beyond. A 1980 Sacramento Division Employee Timetable is the latest information the authors have concerning the station's active existence.

= Or possibly, though it is not known, the line from Corinne to Dathol may have been sold to the Union Pacific or to the Utah Idaho Sugar Company in late 1942

^The milepost for Cecil Junction differs significantly from that of the Promontory Branch Stations because it takes its distance from San Francisco through the Lucin Cut-off which is a significantly shorter distance than the route through Promontory.

++ 3-7-69 is the day that the first locomotive (Casement Brothers track laying operation) entered Ogden on Union Pacific tracks.

Appendix D: Archaeological Sites Associated with the Transcontinental Railroad in Utah (Ogden to Lucin)

This is included for the use of future archaeologists and archaeological students to identify known sites associated with the Transcontinental Railroad. Due to both federal and state laws, location information and the content of these site records are not for public dissemination and can only be accessed by permitted professional archaeologists.

Stations/Towns

Name	*Smithsonian Number*	*Comments*
New Lucin	42Bo561	Active rail line
Old Lucin	42Bo1306	
Bovine	42Bo2250	
Watercress	42Bo2839	
Terrace	42Bo547	
Old Terrace	42Bo2834	
Matlin	42Bo2529	
Ombey	42Bo2251	
Gravel Pit	42Bo1463	
Peplin	42Bo2835	
Kelton	42Bo1743	
Seco	42Bo1741	
Kosmo (West?)	42Bo823	
East Lake	42Bo2831	
West Lake	42Bo2841	
Ten-Mile	42Bo2838	
Rozel	42Bo1150	
Promontory	42Bo2532	
Surbon	42Bo930	
Lampo (Junction City, Kolmar)	42Bo527 and 42Bo1148	
Blue Creek	42Bo542 and 42Bo1149	Camp Deadfall
Connor	42Bo501	
Dathol	42Bo1679	
Stokes (Wyben, Child)	42Bo1678	
Ogden	42Wb373	Rail Yards

Description	*Smithsonian Number*
[CPRR Grade-Trash Scatter]	42Bo562
[Dugout]	42Bo823
[RR Trash scatter]	42Bo824
Kosmo Dump	42Bo825
[RR Campsite, Slaughterhouse]	42Bo852
[RR Campsite]	42Bo853
[RR Campsite]	42Bo854
[RR Campsite/farm/ranching]	42Bo855
[Last Cut RR Campsite]	42Bo856
[RR Campsite]	42Bo857
[RR Campsite]	42Bo924
[RR Campsite]	42Bo930
[RR Camp/farming/ranching	42Bo932
[RR Campsite]	42Bo934
[RR Campsite]	42Bo935
[RR Campsite]	42Bo937
[RR Campsite]	42Bo1059
[Chinese Campsite]	42Bo1060
[RR Campsite/trash scatter]	42Bo1061
[RR Trash scatter]	42Bo1062
[RR Campsite]	42Bo1065
[Chinese trash scatter]	42Bo1068
[transcontinental telegraph line]	42Bo1069
[Chinese trash scatter]	42Bo1070
[RR Campsite]	42Bo1131
[RR Campsite]	42Bo1132
[RR Campsite]	42BO1133
[Chinese Camp/Habitation site]	42Bo1134
[RR Campsite]	42Bo1144
[RR Campsite]	42Bo1145
[Blacksmith Platform]	42Bo1146
[RR Camp/Rockshelter Site]	42Bo1147
[Historic Camp/habitation – RR related]	42Bo1171
[Historic camp/habitation – RR related]	42Bo1173
[RR Campsite]	42Bo1248
[Chinese worker's camp]	42Bo1467
[RR Campsite]	42Bo1792
[Possible RR-related Burials]	42Bo2823
[RR Trash Scatter-Chinese]	42Bo2825
[RR Tie Spike Cache]	42Bo2826
[RR Tie Plate Cache]	42BO2827
Dove Creek to Matlin Road	42Bo2828

Railroad Lines

Name	*Smithsonian Number*
Central Pacific Railroad	42Bo562
Union Pacific Railroad	42Bo822
	42Wb344
	42Mo59
	42SM452
Lucin Cutoff	42Wb348

Pipelines/Aqueducts

Name	*Smithsonian Number*
Terrace Aqueduct	42Bo1335
Kelton Pipeline	42Bo1661
Rosebud Creek to Watercress Aqueduct	42Bo1179

End of the Line

Umbria Junction Station, ca. 1905-1910. This west facing view depicts the location where the rebuilt SP mainline (west to San Francisco and east across the Great Salt Lake to Ogden) met the west end of the "Old Line" or Promontory Route. The switch to the Old Line, which curved northward toward Terrace and Promontory, likely lies behind the photographer. The switch in the foreground is probably a siding or possibly a short spur line. Both are at Umbria Junction. The car in the image, resting on a detached piece of track, is a combination boxcar which, when in revenue use, would have doubled as a stock or ventilated car. Here it has been put to use as a living space and station. Note the split knuckle coupler which provided a bridge between use of the older link and pin coupler and the later knuckle coupler. Also, one can see that the car is connected to the telegraph and electrical line from a utility pole across the track.

Photograph courtesy Union Pacific Railroad Museum.

BUREAU OF LAND MANAGEMENT